

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

IT IS SURPRISING
HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,408 號八零百四第二第 日四十月十年亥癸 HONGKONG, WEDNESDAY, NOVEMBER 21st, 1923. 三第禮 號一廿月一十年二十國民華中 PRICE, \$3. PER MONTH

INTIMATIONS

THE HOP LEAF IS A SIGN OF EXCELLENCE

When you see the Hop Leaf
on the bottle you can make
yourself assured that you
are going to enjoy yourself,
for the Hop Leaf is the
sign that the bottle contains
real Milk Secret.

And that is the finest drink
in the world. Every bottle
will give you new strength.

Each Pint contains the energizing carbo-
hydrates of 10 ozs. pure Dairy Milk.

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SPORTING.

GUNS BY W. W. GREENER, WESLEY
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B.S.A. Air Rifles and Miniature Rifles,
25 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descrip-
tions.

Agents for W. W. GREENER, LIMITED,
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AND AMMUNITION STORE.

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TIME-TABLE

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O. B. BEER

PRODUCE OF MANILLA



UNEQUALLED IN QUALITY

THE PREMIER BEER
Now on THE MARKET.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.
WINE MERCHANTS.

No. 8, QUEEN'S ROAD CENTRAL

Tel. Central No. 135.

HONGKONG.

(183)

DAIRY FARM NEWS.

SPECIAL.

At the request of our Patrons, we have arranged to have For Sale Every Thursday, commencing 22nd Inst.

LUNCH SAUSAGES

DELICIOUS AND APPETISING

60 cents Per lb.

Orders should be sent in Early to insure Supplies.

Reckon up the Cost

and

Consider the Suffering

Entailed in an attack of Fever,
Influenza or any other disease
disseminated by Germs.

LOTOL,

PRICE

Per Pint Bottle ... 75 cts.
Per Gallon Tin ... \$5.25

is a better investment than drugs,
and, there's no suffering.

LIGHTING

We shall be pleased to submit
designs for any Special Work.

ARCHITECT'S DESIGNS CARRIED OUT IN DETAIL.

FITTINGS FOR EVERY
PURPOSE IN STOCK.

ELECTRICAL DEPT.
HONGKONG HOTEL

The Hongkong & Shanghai Hotels, Ltd.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here, and the result will be satisfactory.

THE PHARMACY

The Red Building (opposite Ice House)

THE POWER STATION CALAMITY AT SHANGHAI.

SPECULATION AS TO HOW IT OCCURRED.

The Y. C. Daily News gives the following account of the calamity which was briefly reported by cable last week:— Three foreigners were killed and one seriously injured in a terrific explosion which occurred shortly before 11 o'clock on November 13th, in the turbine house at Riverside Power Station. At least four Chinese—the number of fatal Chinese casualties is variously reported between four and 10—also lost their lives, while some 15 others are in hospital, suffering from burns and other injuries.

The foreigners killed were:— Mr. J. E. Wilson, switchgear superintendent; Mr. C. W. Donaldson, representative of the Parsons turbine manufacturers, who was sent out from England to erect the new plant; Mr. T. Moodie, charge engineer; Mr. W. Whitlock, also a charge engineer, lost a leg, which was amputated soon after the explosion. It is hoped that he will recover.

The explosion occurred in one of the new 50,000 K.W. turbines, which was being run on trial for purposes of balancing. As the three engineers who were in charge of the test are killed, it can only be surmised what caused the accident. As far as is known, the turbine was running at normal speed disconnected from its generator. It is thought that the speed must have abnormally increased and the turbine trip valve, the function of which is automatically to shut off steam in the event of the turbine over-speeding, may have failed to act, which allowed the rotor to attain an abnormally high speed.

THE TURBINE WRECKED.
The fact remains that the rotor burst, and in doing so entirely wrecked the turbine cylinder and the whole of the steam turbine itself. The rotor and fragments of the cylinder were thrown in various directions in the immediate vicinity. Part of the rotor was hurled against one of the steel columns of the building, from which it apparently glanced and buried itself in the 6,000 volt switchboard which has recently been erected for controlling the auxiliary plant in the power house. This completely wrecked a section of the switchboard, thus cutting off the supply to the two main circulating water pumps which were supplying the condensers of two 15,000 K.W. machines, running on load at the time.

The steam end of the turbine is an absolute wreck beyond repair, but it is believed from a superficial examination that the generator is intact and may possibly be recoverable when another turbine is built for it, a matter of at least 12 months.

Immediately after the accident the power house was filled with live steam caused through the pipe serving the turbine having been blown off where the rotor exploded; consequently a total shut down of the power supply took place. The supply on various parts of the system was restored at 12.00 p.m. and the remainder as it became possible to clear things up in the power station and get other machines into commission.

It has been suggested above that the cause of the turbine rotor bursting may have been due to failure of the overspeeding gear to operate. On the other hand there is also the possibility of the turbine shaft itself having a flaw. It is too early to attempt to pronounce a definite opinion, but at the moment the former theory is considered the more likely.

INCIDENT AT AMOY.

AMERICAN NAVAL LAUNCH FIRED ON.

STRONG DEMAND FOR REPARATION.

An American News Agency at Peking says:—

A nasty incident occurred at Amoy on October 20th, when a motor launch from the U.S.S. *Hubert* was fired on by a small party of soldiers as it was plying between the destroyer and the dock. Fortunately the launch managed to speed away and no one was injured.

The Commander of the *Hubert* immediately reported the affair to Captain Lincoln, who commands the Destroyer Division of the Asiatic Fleet, who in turn took it up with the American Consul, Mr. Carlton, in Amoy. General Lai Shih-huang, the Commander of the Kiangsi Forces, who was responsible for the troops, was informed of the attack in which twenty shots were fired on a launch flying the American flag and going about peacefully in the waters in the Amoy harbour. In his communication the American Consul demanded a full apology and severe punishment for the officer and soldiers involved.

General Lai was out of Amoy but two days later he sent his Councillor and Secretary to the *Hubert*, and a profuse apology was given to the Commander, who at the instructions of Captain Lincoln accepted it. However, the Chinese said that the soldiers had each been given six months' imprisonment while the officers were only penalized three months' pay. Captain Lincoln refused to accept the punishment inflicted on the officers, which was out of proportion to the gravity of their offence, and he demanded that they be reduced to the ranks.

On the 20th General Lai informed the Consul that such action had been taken, and Admiral Washington, Commander of the U.S. Asiatic Fleet, to whom the whole matter had been referred, accepted it, and the incident was thus closed.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

November 20th, 1923.	
Hongkong and Shanghai	
Bankers	\$1,070 b.
Union Insurance	\$401 b.
H. K. & S. S. Steamships	\$401 b.
Star Line	\$401 b.
Whampoa Dock	\$151 b.
Hongkong Land	\$88 s.
Hongkong Hotels	\$251 s.
Hampshire Estates	\$231 s.
Ewo Cotton	Tls. 121 s.
Comptons	\$25.00 b.
China Provident	\$23 b.
Watsons	\$21 b., 211 s.
Hongkong Electric	\$111 b., 311 s.
do—buyers	\$111 b., 311 s.

REJUVENATION.

Dr. STRANDGARD is shortly leaving Vienna for the East, and will visit Hongkong on completion of his Indian Tour in January, for the purpose of administering THE NEW VITAL GLANDS SERUM to a limited number of patients. This rejuvenating serum has been administered with marvellous results in London, Paris, Vienna and Berlin. Application, strictly confidential, to: DR. STRANDGARD, HOTEL TAJ MAHAL, BOMBAY.

P.&O. BANKING CORPORATION LIMITED.

(Incorporated in England 1920)
with which is affiliated
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Subscribed and Paid Up ... 23,594,160
RESERVE FUND ... 2113,000

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The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPEIN, Manager.

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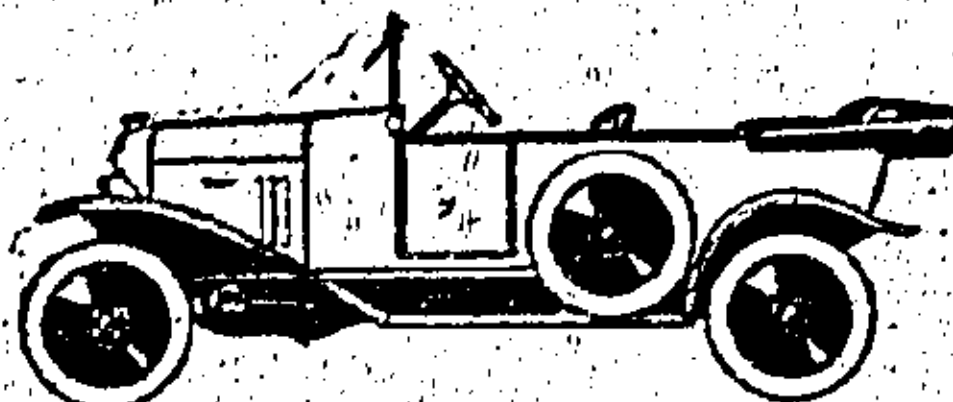
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CRIMINAL SESSIONS.

(BEFORE HIS HONOUR THE PRINCIPAL JUDGE
(MR. JUSTICE GOSWAMI).)

THE TERROR OF SHAIKIWAN.

BULLY WHO WAS KILLED BY ONE
OF HIS VICTIMS.

Yesterday morning Lam In, a paint scraper, of small delicate appearance and aged 22 years, was indicted for the murder of Wan Leung at Shaukiwan West. The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown and Mr. N. T. Brewer defended the prisoner.

The Jury empanelled for the case were: Messrs. W. H. Coole (foreman), R. C. Chatterton, E. W. Duggan, E. V. M. de Sousa, E. H. R. O'Farrell, R. M. Smith, and J. P. Pereira.

The Attorney-General said one of the two principal witnesses for the Crown was seriously ill in hospital and he would ask permission for this man's evidence to be read. According to this man's evidence, on the evening of October 22nd he was standing at the bottom of the Lam On Fong lane, in Shaukiwan West, with the deceased and two friends when he heard a noise and a thud, and he saw that the deceased Wan Leung, had fallen to the ground. He also noticed the prisoner strike him with an axe. The prisoner went away towards Sai Wai Ho. Another witness (Chan Tung) would give corroborative evidence. The injured man was found propped up against a wall at the end of the lane by an Indian constable. In the company of Chan Tung the Police found the prisoner in boat-shed No. 43 and arrested him. The prisoner afterwards took the police to shed 34 and pointed out a corner and there the axe (produced in Court) was found. The injuries received by the deceased were very severe. There was a cut on the head penetrating the brain and a cut on the thigh which splintered the bone. When charged at the Police Station, the prisoner said: "I did strike him by hitting him twice with an axe because he struck me many times—several times this year and several times last year. He struck me last year because I refused to join his club, which is a Triad society." At the Police Court the prisoner said: "Wan Leung (the deceased) tried to squeeze me. He demanded \$30 from me. He wished me to join his Triad society but I refused to join it. He threatened to kill me in the future. That night I met him. If I had not cut him that night he would have killed me. He threatened to shoot me with a revolver. That is all." That seems to be a clear confession, commented the Attorney-General, of an act which in law amounts to murder. There is no suggestion that the prisoner acted in immediate defence of his own life. The prosecution are not prepared to contest the prisoner's statement regarding the threat; in fact we are prepared to accept that statement. "How far there was any real danger is problematical. As a matter of fact, that there was danger does not reduce his crime below the very serious crime of murder, but you are always at liberty to add anything you may think fit in your verdict."

Mr. Brewer, for the defence, said that according to the prosecution, the accused came behind the deceased and deliberately struck him with an axe. "But I think I will prove," said Counsel, "that the deceased was a most notorious character. He was a man who terrorised the whole neighbourhood, and was head of a Society which, shirked nothing in the attainment of its objects. The leading witness for the prosecution—who, unfortunately, is not here—is also a leading member of this Society."

Continuing, Counsel said his Lordship had ventured to say during the cross-examination of the Crown's witnesses that with the death of Wan Leung the terror of the neighbourhood would be removed, but he would dare to say that the terror of the neighbourhood had not been removed, for the Society still existed and it still terrorised the neighbourhood. The prisoner would tell how he originally met the deceased on the bridge on the River and that the deceased, with his companions, assaulted him. The prisoner made his escape and was pursued to the passage-way where the deceased met his death. There the prisoner, by the light of a house across the way, saw an axe lying on the ground, and with it struck the deceased who, with the others, was pursuing him.

"The appearance of the prisoner," continued Mr. Brewer, "speaks for itself. His appearance is more in his favour than anything I can say. He is the very type which the big bully likes to pick on to torment, but he is that type of small person who refuses to be cowed."

The prisoner then went into the witness-box and corroborated his Counsel's statement, adding that when he was being chased his pursuers fired two shots at him.

The Attorney-General, addressing the Jury, pointed out that the onus of proving that he was justified in killing the deceased rested on the prisoner, who had not discharged that obligation. The predominant fact against the prisoner's case was that he did not say a word either at the Police Station or at the Magistrate's about being attacked by men who fired a revolver at him.

The Jury returned a unanimous verdict of "Not Guilty," and the prisoner was discharged.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 1st DECEMBER, 1923, commencing 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5 up to Friday, November 30th. The Stewards invite the Ladies of Hongkong to be present. [1523]

HONGKONG ENGINEERING AND CONSTRUCTION CO. LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONGKONG ENGINEERING AND CONSTRUCTION Co., Ltd., will be held at THE HONGKONG HOTEL, Pedder Street, Hongkong, on WEDNESDAY, the 29th DAY OF NOVEMBER, 1923, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the period from 25th October, 1922, to the 30th June, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th November, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,

Secretary.

Hongkong, 15th November, 1923. [1575]

HONGKONG TRAMWAY CO. LTD.

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NOTICE IS HEREBY GIVEN to Shareholders in the above-named Company that the Special Resolution to Wind up the Company and the Extraordinary Resolution providing for the Distribution or sale of the Company's holding of Shares in the HONGKONG TRAMWAYS LIMITED (Incorporated in Hongkong), of which Notice has been given to the Shareholders having been passed and the REGISTERS OF SHAREHOLDERS in the above named Company both in London and in Hongkong WILL REMAIN OPEN UNTIL THE 30th DAY OF NOVEMBER, 1923, for the purpose of registering Transfers of Shares after which Date the said Registers will be Closed and the Liquidator will proceed to a Distribution of the Assets of this Company among the Persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.

W. F. SIMMONS,

For and on behalf of

EDWARD RITCHIE MORRIS,

Liquidator.

Hongkong, November, 1923. [1525]

S.S. "TAITO MARU" PIRACY NEAR WHAMPOA ON 14th NOVEMBER, 1923.

TWO Bills of Lading (No. 1 covering 500 tons of Endo Unscreened Coal, No. 2 covering 2,495 tons of Kasel Unscreened Coal) with Consignees Covers by the above vessel, having been presumably purloined by pirates or some unauthorised persons, WE HEREBY GIVE NOTICE that all such Bills of Lading originally issued in Kowloon have been cancelled and Owners of the Steamer are making their own arrangements with Receivers. Anyone able to give any information with regard to the above Lost Bills of Lading kindly communicate with Owners' Agents, the YAMASHITA KISEN KOGYO KAISHA, HONGKONG.

Hongkong, 19th November, 1923. [1538]

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All claims against the steamer must be presented to the Underwriter on or before the 8th December, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 19th November, 1923. [1532]

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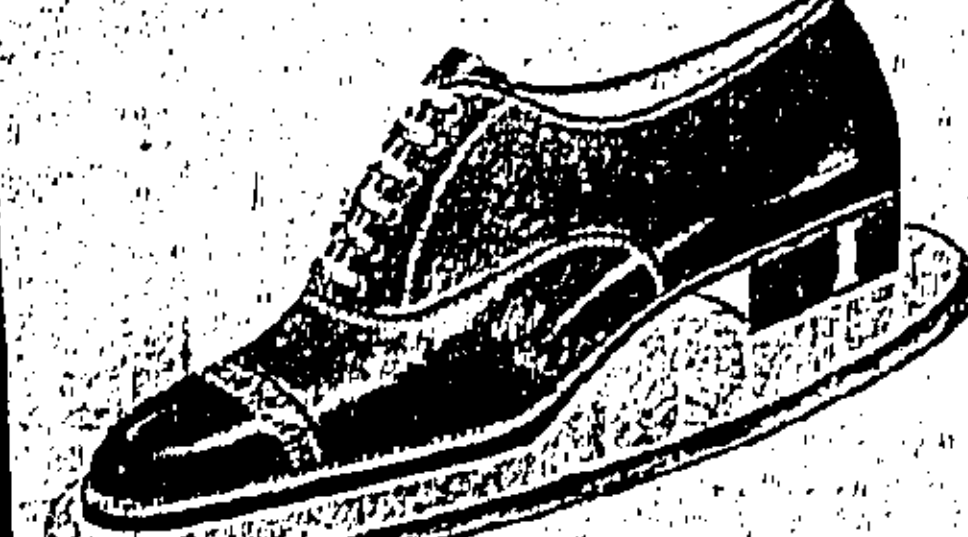
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HONGKONG HARBOUR SCHEMES. THE FUTURE OF THE PORT. IMPORTANT DISCUSSIONS BY CHAMBER OF COMMERCE.

VIEWS OF THE GOVERNMENT STATED BY MR. FLETCHER.

As explained by the Colonial Secretary at a recent meeting of the Legislative Council, action with regard to Sir Maurice Fitzmaurice's Report on Hongkong Harbour Improvements has been postponed pending the submission to Mr. John Duncan, A.M.I.C.E., Engineer-in-Charge of Harbour Works, of certain technical questions. The chief of these is the possibility of adapting the design of any works undertaken on the lines suggested by Sir Maurice Fitzmaurice in such a way as to provide a wet dock in which large vessels may lie and be protected during typhoons. The following is an account of the discussions which have taken place in the Chamber of Commerce with regard to Harbour Schemes.

The Hongkong Government in a letter, dated the 23rd May, 1923, invited the Hongkong General Chamber of Commerce to consider the Report of Messrs. Coad, Fitzmaurice, Wilson and Mitchell on Hongkong Harbour Improvements. In preliminary discussions in the General Committee, it was remarked that Sir Maurice Fitzmaurice's Report dealt mainly with a view to future development of the Harbour and made no proposals for improving the facilities of the Port in such an important trade centre as West Point.

The subject was referred to the Shipping Sub-Committee which held a number of protracted discussions in which they had the assistance, at various times, of the Harbour Master, Commander Beckwith, and Mr. A. Anderson, one of the engineers of the Public Works Department.

INTERESTING PAPER BY MR. R. SUTHERLAND.
At the first meeting of the Sub-Committee Mr. R. Sutherland contributed an interesting paper in which he discussed the views that, in some ways, the Report was a disappointing document, inasmuch as, while 34 of the paragraphs were confined to one particular scheme of jetties with railway connections, the important question of the general improvement of the Harbour received somewhat scanty attention. However, he had learned on enquiry that this was only part of a very big scheme for the improvement of the Harbour—a scheme in which the Town Planning proposals were merged.

The question, Mr. Sutherland suggested, was whether the Government should be recommended to start almost immediately developing where existing trade demands, or whether they should be advised to prepare and embark upon a scheme, not only for present day requirements but for posterity. It must be taken for granted that the railway between Canton and Hankow, with all its proposed connecting lines, would eventually be completed and the general opening up of China which would follow must be visualised.

POTENTIAL TRADE DEVELOPMENT.
"Hongkong," said Mr. Sutherland, "instead of being a mere resting place for cargo in transit between Canton and other ports of the world, will be the great commercial centre in South China for all products emanating from an area between here and the Yangtze Valley. On these lines we will have to remember that Hongkong will undoubtedly be the shipping port for the products of the Southern Provinces, particularly Kweichow, Hunan and Kiangsi, from which large quantities of bulk cargo should find their way to the Hongkong terminus. Already such consignments in considerable volume are transported through the Tungzang Lake to Hankow or Wuchang, and thence by a steamer or lighters, down the Yangtze to Shanghai for shipment to foreign ports."

"We must therefore make ample provision in Hongkong for the handling of bulk cargo direct from truck to steamer, and this very important point does not appear to have been sufficiently considered in the Report now before us. When I mention bulk cargoes I am considering possible great quantities of coal, seed, peas, beans, copper, tin, lead ore, manganese, etc. The most important of these, perhaps, would be coal and ore, and it would seem more than probable that vessels will load whole or part cargoes of these and other commodities at Hongkong for shipment to overseas ports. The handling of this traffic undoubtedly calls for special arrangements which—as already mentioned—are not perhaps dealt with sufficiently by Sir Maurice. I am informed, however, that this aspect of potential trade development has not escaped the notice of the Government, and that a tentative plan, referred to in Para. 70 of the Consulting Engineers' Report, has been drawn up which would provide for special coaling berths in close proximity to the Green Island Cement Works, where it should be possible to arrange an elevated railway, conveyors, and tips for coal, ore, and other bulk cargo."

As regards imports for the interior, which for some years might be mostly constructional material, these can be dismissed in a few words inasmuch as what we should aim for is discharge direct from the steamer into truck or, if necessary, transit sheds, for conveyance into China. In passing, I would say that if the development of trade anticipated actually eventuates, the doubling of the present single track of railway to Canton would doubtless become imperative, but this undertaking—involving as it would the widening of Benean Hill Tunnel—does not call for serious consideration in a scheme such as that now before

Mr. Sutherland expressed the opinion that to cope with developments such as he had indicated there was no other portion of the Harbour where the suggested works could be more effectively situated. He also devoted some attention to the probable future of Kowloon Point, having regard to the necessity of linking up the premises of the Hongkong and Kowloon Wharf and Godown Co. with the new wharves and the Railway Station. It seemed probable that this portion of the peninsula would be entirely given over to railway connections and this might entail re-arrangement of the present railway and possibly removal of the passenger terminus, the present terminus buildings being used as a goods station.

This also involved the question of the ferry service and he understood it was the intention of the Government to consider establishing a goods and vehicle ferry from Hongkong to a terminus in the vicinity of Jordan Road.

IMPROVEMENTS NEEDED AT WEST POINT.
"Mention was made," continued Mr. Sutherland, "at a recent meeting of the General Committee, that the Harbour Report did not touch upon any improvements in the vicinity of West Point, or, in fact, on the Hongkong side at all, and it was considered strange that this should be so in view of the volume of business at the West End of the Colony. This aspect of the question may with advantage be touched upon in connection with the alternative suggestion of merely meeting the present essential needs of trade pending signs of anticipated development in China."

The fact that practically no discharging facilities commensurate with the bulk of the trade exist in the vicinity of West Point has very frequently been the subject of comment, and now that the Government is considering the development and improvement of the Harbour generally, the Committee might well devote some attention to this particular vicinity. Broadly speaking, the trade at the west of the Harbour is principally confined to rice, flour and sugar. These arrive in whole or part cargoes, and it seems to me that a great deal of unnecessary handling with its attendant expensiveness would be saved if it were possible for vessels—not only coasters but ocean-going steamers—to discharge on the Hongkong side as well as at Kowloon. To look ahead for instance, even steamers from home, bringing say complete consignments of machinery, might easily be stored for discharge at "Victoria" and "Kowloon," landing on this side what is destined here, and shifting to Kowloon to complete discharge, or vice versa. If berths and godowns were erected at West Point for the discharge of foreign cargo, and smaller piers and transit sheds were arranged for what might be termed local shipments, such as rice, sugar, etc., it seems to me that it would fill a great want, as there is undoubtedly room for improvement in this connection."

"For many years local trade has adapted itself in the way of giving outside delivery in the stream. This is in a way economical, but it is anticipated and, speaking generally, I think it may be accepted that the most efficient method of discharging is at a wharf into transit sheds. The financial loss to shipowners, junk and lighter men, caused year by year through delays consequent upon typhoon weather and more especially the fear of same, must be enormous, and would greatly be minimised by wharf facilities. I am mindful of the fact that a great deal of the cargo goes direct into junks for conveyance to Canton and other riverine ports, but it would still be possible to carry out this method at the same time as discharging into transit sheds. When it is considered that some of the cargo, such as flour, is of an extremely delicate nature, very liable to damage in handling, and that such cargoes, in many cases, are landed at Kowloon, reshipped into junk and again out of junk and into godown, the necessity for some simpler and more economical arrangement becomes obvious. This is in accord with Para. 30 of the Report."

IMPROVED CONTROL OF CHINESE PASSENGER TRAFFIC NEEDED.

Mr. Sutherland continued:—
"I have for some time past been considering putting forward a proposal in connection with improved control of the vast volume of trade between Hongkong and the Canton Delta, namely, the Chinese passenger traffic. I understand that, some years ago, when the Piracy Ordinance was under discussion, a somewhat similar scheme was mooted, but in the then existing difficulties nothing came of it. The following suggestion however, I make with the utmost reserve, knowing full well that it calls for very careful consideration and may be prohibitive for reasons unknown to me. That, however, it would be of inestimable advantage to the Colony as a whole I feel fully confident. In short, it is a proposal for

centralising the native passenger business of river steamers—now scattered indiscriminately along the West End of the Praya. I do not know whether you have ever had a bird's eye view of the praya in the vicinity of West Point and Kennedy Town, when it is deserted by steamers, and native craft which are in typhoon anchorage. If so you will perhaps agree that the antiquated and dilapidated structures, jutting out irregularly into the Harbour at all angles, which are called wharves, are a standing, or "rotting" might suit the case better, disgrace to a Colony which is regarded as one of the first shipping centres of the world. The following suggestion therefore will help in a long wanted scheme of improvement, but in addition it is hoped it may be possible generally to modernize the West End of the Harbour in the way of facilities for handling cargo. It is found from particulars given, that some thirty river steamers leave and arrive in the course of the day. When it is considered that each of these steamers on arrival and departure at all hours, have to be examined by the Police and Excise Officers, as well as by various detectives on the look-out for bad characters, the difficulties of the Government in supervising the passengers is that on a portion of the Praya offering the least number of difficulties both from the financial and an engineering point of view, a large native passenger depot be established. This could be done by building out into the Harbour on concrete piles, and at such depot, each and every river steamer would be obliged to arrive and leave. The depot would be enclosed on the land side by high railings, and be only accessible through gates, on the water side a prohibitive area would be bought and patrolled. The depot would contain searching and waiting rooms, latrines, offices for the Police and Excise, and all the arrangements usually necessary for handling the extensive traffic which would only arrive in the Colony through that channel. When I say 'only arrive' I quite appreciate that passengers can land from junks anywhere they like, but, to my mind, this scheme would be of material benefit and would go a long way to combat smuggling, piracy, the landing of arms and ammunition, banishment, etc., on account of which the Colony is now experiencing a very serious crime wave. With the development, such as we are contemplating, it seems to me there is no reason why the abuses and outrages now met with should be increased in population, unless preventative schemes such as I have very crudely outlined are put into force. I think I am correct in saying the Police would welcome the scheme and consider it would allow of more efficient and economical working. All undertakings of this nature will naturally raise an outcry by those with vested interests, but that is a matter, in my mind, entirely outside the province of this Committee whose functions are merely to recommend and suggest, leaving the Government to deal with the matter as best they are able. It is to be hoped however that in this and other matters the Authorities will fully recognize the claims of those who over a long period have been the pioneers in establishing the general business of the Colony as it exists to-day and where circumstances justify it preferential treatment will be accorded."

DEVELOPMENT SCHEMES AT NORTH POINT.

In subsequent discussion attention was called to the possibility of development at North Point, the views of the Government being, it was understood, that with the private interests involved and the congestion at West Point, it was not possible further to develop the Harbour frontages there. Schemes were in contemplation at North Point to accommodate ships drawing 30 feet of water and to provide 3,000 feet of berthing accommodation, with vertical wharves. This scheme would extend from North Point to the Sugar Refinery at Taikeo. It was then decided to ask the Government to let the Committee consider in connection with Sir Maurice Fitzmaurice's Report any other Harbour Improvement schemes which the Government had in view. As a consequence, the Government placed an immense mass of documents at the disposal of the Committee, after which further meetings were held.

THE VIEWS OF MR. G. T. EDKINS.

PRIVATE ENTERPRISE VS. GOVERNMENT CONTROL.

At one of these, the Chairman of the Shipping Sub-Committee (Mr. G. T. Edkins) contributed an interesting memorandum from which the following extracts are taken:—
"I think it well to record, at the outset, just as a reminder, that the wharf and godown business—as also, even the ferry business—have been built up and developed in Hongkong purely by private enterprise marching in line with the growth of the shipping business of the Colony. No one can gainsay that this has been done efficiently. A stage, however, has been reached when there is a limit to the amount of deep water frontage available, and the Government hold the view, apparently, that this, in the main, should in future be controlled by Government and not further devoted to private enterprise. There is much to be said for this view, but in any development of this policy, I think it would be the decided view of this Chamber that private enterprise should be interfered with as little as possible, on the grounds of equity and on the grounds of efficiency. Private enterprise, having ensured efficiency by the operation of the principles of profit and loss by which it is governed."

PROSPECTS AT NORTH POINT.

North Point, Mr. Edkins considered, would probably develop in course of time into a district with business enterprises and storage godowns, but the passage of some years was likely before it would become a busy commercial section comparable to the West Point trading centre. North Point will only be used when it is cheaper to work there than at West Point, including cost of transport of goods to the places where they are required. It would be an auxiliary or supplement to West Point but will not replace it.

LOOKING TO THE FUTURE.

Looking to the future, there seemed no objection, if funds were available, to building the necessary sea-wall to provide for steamers going alongside; but wharves at this part were not likely to be used by steamers until transit sheds were erected or new enterprises had sprung up in the neighbourhood. It would not be advisable to build the transit sheds until the requirement was pressing.

"I do not think the time has come for any Government absorption of the private enterprises in question, but I do think the time is ripe for the Government to develop the remainder of Harbour frontages and jetties on a scale that will provide liberally for future extension of the Colony's shipping. In this development, my idea is that the Government should care for the quay walls and leave the surface development, such as transit sheds and godowns, to private enterprise. I think that, for the present, the same principle may apply to ferries, provided those interested put into the service the type of vessels required by the public with the growth of the traffic."

EFFICIENT ORGANISATIONS AND EQUIPMENT.

Efficient organisations and equipment exist in the Colony for attending to all these things and no unfulfilled need is evident in that particular."

THE HARBOUR SCHEME.

Dealing with the Report of the Consulting Engineers, Mr. Edkins thought that the scheme for a Reclamation and Jetties at Hongkong seemed to be one for adoption and should be made in the development of the new berthing piers to link them up with existing wharf organisations in order to secure maximum economy of transport to existing storage godowns, also to encourage the renting of new piers on completion.

It should be ascertained, if possible, what companies interested will rent piers on completion. Failing the rental of new piers by the public it may be necessary for the Government to erect transit sheds on its own account in order to assure their being used. In the event of Government transit sheds being instituted, it will be necessary to consider how long goods would be allowed to remain therein and at what charges. It would be preferable to leave the erection of transit sheds to private enterprise, such sheds to be erected according to plans approved by the Government.

The opinion of the Chamber will probably be in accord with Para. 24 of the Report, to the effect that it is not in the public interest for the Government to institute a Port Trust to take over the present berthing, distributing and collecting operations of the Port. If it is decided not to sell further frontage for wharf development, then the principle recommended in Para. 25 of the Report, namely, that of the Government constructing wharves and leasing them to private companies is likely to appeal to the Chamber, also, as the most satisfactory one to adopt."

THE FERRY SERVICES.

The Chairman of the Shipping Sub-Committee devoted some attention to the question of communications across the Harbour. He said, "Works to meet the increasing requirements of the ferries should be designed with liberal consideration for the future, and should be such as to serve large ferries approaching in size those employed between San Francisco and Oakland—ferries which can transport lorries and motor cars as well as passengers. This is in sympathy with the views expressed in Paras. 82, 83, and 84 of the Report. The idea I have at present is to provide ferry wharves for ferries along the following lines:—

"The Passengers Ferry Vessels on the Hongkong-Kowloon service will sooner or later have to be increased in size to meet the requirements necessitated by the increasing population on the Kowloon side, and it is also certain that rapid and efficient means of transporting motor vehicles between the Island and Peninsula will have to be faced."

"The type of Ferries suitable would be equal-ended vessels of about 150 feet long by 40 feet beam, and driven by steam or possibly motors and having a speed to give an eight to ten minutes' service. Instead of the present system of side berthing they should berth end on in an entrance of the same form as the vessel, somewhat on the system of the San Francisco type of dock at Market Street Ferry. It is not suggested that the Government should have anything to do with the ferries, but that the wharf should provide for such a ferry."

"On the lower deck accommodation, provided for 12 to 16 motor vehicles (passenger truck or ambulance) with a carriage on each side, and the remaining space on this deck would carry about 250 passengers, when the full complement of cars were carried, with an increased number accordingly when fewer cars were carried. The upper deck would accommodate about 300 passengers with a good percentage of covered in space for bad weather."

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to attempt to provide at West Point for large ocean-going steamers. To do so would disorganise too much the arrangements for coasting and river steamers traffic; also, the junk anchorage, which is necessarily required to be in a central position. The smaller steamers and junks had a greater call than other interests on the frontage at West Point.

A NEW SCHEME.

At this meeting the Shipping Sub-Committee heard for the first time of a scheme for a Reclamation at Kennedy Town, beyond the present tramway return loop. This scheme provided for reinforced concrete wharves with spaces for godowns and transit sheds beyond the quay, and behind that, an area suitable for similar development. The godown space was coloured red on the plan and provided for a depth of ninety feet; the area behind this, coloured green, had a similar depth. The southern boundary of the scheme was the present Victoria Road. The plan provided for vessels to be berthed alongside. The depth of water was shown as varying from 34 feet to 27 feet.

It was considered that this scheme would make unnecessary the expensive operations on the Harbour frontage at West Point which had been discussed at previous meetings.

Discussion turned on the order of urgency of the various schemes which had been put before the Committee and the general opinion was that a Kennedy Town development should come first and that when work started on the Canton Harbour Railway, it would be quite time enough to make a beginning with wharf construction at Hunghom.

At this meeting ferry schemes were also discussed, but information was found to be inadequate as to the Government proposals, and as to whether the proposed Jubilee Street-Jordan Road service was intended as an alternative, or an addition to existing means of communication. The position of the "Star" Ferry in relation to future ferry services was also in doubt.

An intimation of the difficulties in which the Shipping Sub-Committee found itself, through lack of information on the Government policy in regard to several aspects of Harbour schemes, was conveyed to the Colonial Secretary (Hon. Mr. A. G. M. Fletcher, C.M.G.), and he very kindly offered to attend and explain fully the schemes which the Government had under consideration and their relation to one another, and to Town-Planning Schemes.

SUGGESTED LARGE WET DOCK.

At a subsequent date, shortly after the severe typhoon of August 18th, a scheme was put before the Chamber by Captain W. Davison, Marine Superintendent of the C.P.S., and Captain S. Robinson, Commander of the R.M.S. *Angora*, of the C.P.S., whereby a large wet dock could be constructed, in which it was claimed ships could lie alongside the wharves in safety in typhoon weather.

Captain Davison contended that whatever works may be constructed, ships must get into the open away from wharves during typhoons, and Captain Robinson argued that experience during the typhoon, and the increasing size of the vessels using the Port, made it extremely desirable that there should be some place where such vessels could discharge and load their cargoes without the risk of having to move from their berths in case of typhoons. In brief, they proposed that a projecting arm with wharves and a railway track upon it be constructed from a point near the eastern entrance to the Mongkoktau typhoon refuge to a point west of the Naval Camber and the wharves of the Godown Co.'s wharves. From the point of view of typhoon shelter, he claimed that apart from the ships at the Godown Co.'s wharves, his proposal would protect 14 ships besides launches, and lighters, whereas the Hunghom scheme would provide no shelter from typhoons. Railway connections, he submitted, were about equal, and, as regards current and wind, a basin at Yau-mat-ti would have marked advantages.

The Shipping Sub-Committee were strongly impressed with the importance of these suggestions for providing safe anchorage in the Harbour during typhoon weather, and a further discussion took place in the General Committee.

The Chairman (Mr. D. G. M. BERNARD) said that the whole question of Harbour improvements was such a large one that he felt inclined to suggest for the consideration of the Committee that the Government be asked to appoint a Commission to consider the whole subject. Discussions had been proceeding for months on the question of Typhoon Warnings without any progress being made and perhaps this, and the question of Wireless Telegraphy might also form part of the references to a Commission. What the Government policy was in regard to Harbour improvements, he confessed, he did not know.

The Hon. Mr. A. G. M. Fletcher suggested that it would be advantageous to meet Mr. Fletcher first, in accordance with the suggestion which had been conveyed to the Chamber, and, if necessary, after that ask for the appointment of a Commission.

JOINT MEETING OF COMMITTEES.

A Joint Meeting of the General Committee and the Shipping Sub-Committee was held, adjourned on Sept. 4th, and the proceedings occupied nearly three hours.

There were present: Mr. D. G. M. Bernard (Chairman), the Hon. Mr. A. G. M. Fletcher, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, Messrs. A. S. D. Cousland, G. T. Edkins, N. L. Watson, T. G. Weall, Major R. B. Young, Lieut. R. R. Beauchamp, R.N. (Members of the General Committee), Mr. P. A. Cox, Mr. W. S. Brown, Mr. R. Sutherland, Mr. D. Taylor, Mr. W. G. Goggin, Capt. C. B. Riggs (Members of the Shipping Sub-Committee).

Visitors.—The Hon. Mr. A. G. M. Fletcher, C.M.G. (Colonial Secretary), Commander C. W. Beckwith, R.N. (Harbour Master), Mr. A. Anderson (One of the Engineers in the Public Works Dept.), and Capt. W. Davison (Marine Superintendent of the C.P.S.).

The Secretary (Mr. D. K. Blair) and the Assistant Secretary (Mr. F. F. Key) attended.

The Chairman, having welcomed the visitors, said that the question of Harbour development had been the subject of careful consideration by the Shipping Sub-Committee, but no decisions had been come to, nor had they yet been able to make a report to the General Committee. The whole matter was of such magnitude and grave import to the Colony in years to come that it was felt that Harbour schemes would not be considered piecemeal, but must be dealt with comprehensively, as a whole. Only a week ago a new idea was put forward by Captains Davison and Robinson, which, at first sight, looked decidedly attractive and differed entirely from the Hunghom scheme. There had not yet been an opportunity for discussing it.

So far as their deliberations had taken them, the Shipping Sub-Committee favoured facilities being extended at West Point, where the most pressing demand existed, and considered development at North Point could wait. "Greater facilities for ocean vessels were needed at Kowloon, but opinion was divergent on the necessity for starting an extensive scheme such as the Hunghom one at the present time.

With regard to ferries, it was generally accepted that provision should be made for vehicular traffic and for much larger ferries than were at present running; also that there was much to be said for making a landing for such vehicular traffic at Kowloon Point instead of, or in addition to, the Government proposals at Jordan Road. The type of jetties provided for ferries should make liberal allowance for the future.

There was a strong opinion that the Government should not attempt to undertake the administration of a wharf business, and that they should confine themselves to the construction of the quay walls and/or piers.

A new question which might arise, but which had not yet been before the Shipping Sub-Committee, was that of a typhoon refuge at Shaikwan, on account of the growth of the shipping and population in that neighbourhood, and its distance from Causeway Bay and Mongkoktau. The toll during the recent typhoon (August 18th) was very marked there, and apparently always would be when winds reaching typhoon force came from an Easterly direction.

It was also felt that there was need for improvement of the Mongkoktau shelter by the erection of some breakwater to protect it from the South-west, and that the question of the allocation of moorings should be dealt with, to avoid, as far as practicable, the heavier moorings being taken up by the smaller vessels when required by big liners.

This was generally the position reached at the present time, and the meeting would be glad to hear the views of the Government, which would be received with the greatest interest.

STATEMENT BY THE COLONIAL SECRETARY.

The Hon. Mr. A. G. M. Fletcher said that the Government concurred in the view that the Harbour problem was of the utmost importance to the Colony and that it should not be dealt with piecemeal but as a whole. That was the definite policy of the Government on this question.

The necessity for bringing the Port up-to-date must have been borne in upon every one very strongly in connection with the Strike of 1922, which had also illustrated the disadvantages of being at the mercy of cheap, unskilled labour. It was essential, in the view of the Government, that Hongkong should give up as far as it could its dependence on that kind of labour and have recourse to up-to-date mechanical means such as were employed in New York where, some years ago, matters were in very much the same position as in Hongkong to-day—with piers jutting out at every angle. New York had now reorganised its port and had introduced large transit godowns on modern wharves.

After enquiry into every feasible system, it seemed to the Government that the solution lay in the provision of very large wharves with transit godowns upon them, in positions such as Hunghom Bay, and at North Point, a deep sea-wall with a narrow roadway, not more than 25ft. in width so that cargo could be slung across into godowns. Those were the two governing principles.

First, as regards methods of handling. Complaints of excessive costs due to charges for excessive handling, from ship to lighter, lighter to godown, and so on, had been numerous. On the file of the subject was a very strongly worded statement that the Colony was losing the flour trade, which was going to Amoy and Swatow, in spite of disadvantages under which those ports suffered, simply because the charges here were so high. This statement was corroborated by a Chinese Chamber of Commerce report which had only just been received by the Government. They referred to the great losses

sustained on account of excessive handling charges and gave statistics showing that a very large trade in American flour, Australian flour, and Shanghai flour was being endangered by reason of direct shipments in recent years, instead of via Hongkong as formerly. Flour merchants, in consequence, had suffered severe losses on their capital. Statistics were given showing the wastage and expense of excessive handling of flour. The moral was that coolie hire, lighter hire, godown hire and the method of working were not really economical.

Taking that as a basis, the Government had examined the possibilities of the Port. They were practically three: West Point, North Point and Hunghom Bay. The Government asked Sir Maurice Fitzmaurice to come out to Hongkong, and in the preliminary discussions, he agreed—and the Government rather pressed the point—that the main effort should be to base the godowns and wharves on the railway, because, if China had peace and developed commercially, the railway would be an immensely important factor in the handling of cargo.

Sir Maurice Fitzmaurice advised the Hunghom Bay scheme, adapting to all intents and purposes Mr. Duncan's scheme which had been already worked out. Sir Maurice suggested certain alterations in the positions of the piers, and so on.

The idea of making provision in West Point was abandoned for two reasons; the main one being that the district was already very congested. Handling difficulties would only be increased if the attempt were made to provide further wharfage facilities in a district in which traffic was already heavy. The area would be a jumble of goods wagons, trains and other traffic, and it must be remembered that it was already densely populated. The alternatives were: either to remove godown business from that part of the town, giving it up to office purposes only, or take the risk of further congesting it, thereby sending up the value of land enormously and making cargo business impracticable on account of the enormous expense. Precise details had not been gone into thoroughly, but Mr. Duncan assured him that the cost of developing the West Point district with wharves and transit godowns would be prohibitive.

North Point, being undeveloped land, there was every opportunity of opening it up properly for wharf and godown purposes. There was nothing to obstruct and development would not be hampered in any way. A 35ft. road along the Harbour front had already been tentatively decided upon and there would be godowns of the most modern kind facing the sea.

DEVELOPMENT OF NORTH POINT STRONGLY URGED.

In this connection Mr. Fletcher quoted from a Minute by the Director of Public Works, dated 7.3.23, strongly urging the development of North Point. Reports were also obtained as to the possible effect of the works there upon tides, and expert opinions were given that no special difficulties would be set up in the Harbour currents by such works.

Mr. T. L. Perkins wrote: "The Government is practically committed to develop the North Point foreshore, and filling from the new 100 foot road is already being deposited on the Western end thereof for that purpose, and I venture to assert that in the future possession of such a magnificent stretch of deep water frontage with wharfage alongside and stacking area extending back to the main road—and for a great portion of its length 500 feet in depth—the Government has a field for future Harbour development second only in value to that proposed to be created at Hunghom, and one which on no account should be alienated for any purpose unconnected with shipping."

Mr. Perkins continued: "Throughout Hongkong's extended miles of sea front there is not at present one single place set apart for facilitating the landing and distribution of building materials and for receiving the vast amount of debris, other than refuse, which has to be disposed of yearly in every big city. The cost of such accommodation must be costing the community yearly much more than it could ever have realised for this purpose the sale of suitable sites for this purpose near the centre of the City, and, although North Point from its position at one extremity of it cannot ever satisfactorily meet the City's full requirements in this respect, it can do so to a very considerable extent and very spacious accommodation should be set apart for this purpose."

Mr. Fletcher mentioned that a Chinese business man was so convinced of the possibilities of North Point that he had offered to undertake the whole work and to put up \$10,000,000 for the purpose. He assured the Government that he could attract the flour and rice, and general trade of West Point to the new area, and that if the Chinese had these facilities they would be prepared to move. Mr. Fletcher said he only mentioned this for the information of the meeting; the Government had no intention of handing over the whole work in this way.

Mr. Fletcher also quoted at length from the report of Mr. S. H. Ellis, whom he described as an engineer of great repute, in whom the Government had every confidence. Mr. Ellis came to Hongkong on behalf of Messrs. Butterfield and Swire and they lent the Government his services, at the Government's request. Mr. Ellis's most valuable and interesting report was entirely an independent one.

The Government also asked Mr. Ellis to advise upon the Hunghom Bay scheme, and the discussion with Mr. Ellis on this branch of the subject was quite separate from the desire of Messrs. Butterfield and Swire, for extension at Hol's Wharf. In this connection Mr. Fletcher quoted from Mr. Ellis's report dated 11.4.23, in which Mr. Ellis submitted plans for an addition to the Hunghom scheme of two deep-draft berths adjacent to Hol's Wharf. This report, Mr. Fletcher said, the Government regarded as of great value.

THE DEEP WATER SUGGESTION CRITICISED.

Coming now to the question of the advisability of constructing wharves in the position proposed at Hunghom Bay, Mr. Fletcher proceeded to discuss the suggestions put forward by Capt. Davison's dock west of Kowloon Point. This proposal, he remarked, was not entirely new, though in its present form perhaps it was. A scheme was in existence for a bridge across the Harbour, also with godowns upon it, and this would require only the same length of construction work as the scheme suggested by the two captains—certainly a more feasible proposal than the Harbour bridge, to which there were greater objections.

Discussing Capt. Davison's scheme, Mr. Fletcher suggested that Capt. Davison had looked at the problem rather from his own point of view as the master of a ship, and—for the definite purpose of providing shelter—the suggestion was undoubtedly admirable. From a commercial point of view, however, Mr. Fletcher saw objections to the scheme. First, the angle of the Camber would bring the whole of the wash of the sea into the entrance of the Mongkoktau Harbour Refuge, destroying its usefulness completely. A great current would be set up and no junk would be able to beat up against it.

Mr. G. T. EDKINS: Might I suggest that Captains Davison and Robinson have not committed themselves to this being the scheme; it is merely an idea, a tentative one.

Mr. Fletcher added that he did not think the Government could secure the Naval Camber unless they spent a fortune in putting it somewhere else.

Mr. Fletcher demonstrated by a sketch that the angle shown in the projecting arm of Capt. Davison's plan, if that arm commenced further to the southward, would give rise to difficulties in connection with railway construction, because the angle would be too acute for trucks to negotiate. The godowns on the projecting arm would not give facilities for sorting cargo and there would be congestion. The scheme provided for only one line of railway which, from a handling point of view, seemed an impossible arrangement.

Producing a map of the Town Planning Scheme for Kowloon Mr. Fletcher submitted that the railway connection between the suggested wharf and Yau-mat-ti would be through the most crowded part of Yau-mat-ti, whereas at Hunghom, ample land was available near the railway for offices, sorting sheds, etc., in addition to the space provided on the wharves themselves. The whole point of the Hunghom scheme was the large background of accommodation for offices, godowns and sidings. The great trouble at present was the lack of handling facilities by modern methods immediately behind the wharves. The Hunghom District was not nearly so congested as Yau-mat-ti.

As to comparative costs, without committing himself to precise details, he could say that, in Mr. Anderson's opinion, Capt. Davison's scheme would cost at least as much as the Hunghom scheme. At Hunghom it was known that solid bottom existed thirty-six feet down; west of Kowloon Point solid bottom was probably a great deal deeper, and if that was so, of course, the expense would be enormously increased.

Mr. Fletcher added that the Consulting Engineers were aware—not of this proposal—but of similar ones for long arms projecting into the Harbour, but they rejected them as impossible, taking the view that Hunghom Bay was the proper place for deep sea wharves.

Minor objections to Capt. Davison's suggestion were that undesirable eddies might be created, and that it would be difficult to keep the enclosed area clean on account of sewage effluent from the surrounding densely populated district. These were minor objections—the Government had not gone into the proposal in any detail—but he suggested that the objections were overwhelming as compared with the Hunghom Bay scheme.

The Government wanted to make a beginning, if possible, with the Hunghom Bay scheme in order that—if cargo came down in large quantities from China—the Port would be in a position to handle it in connection with the railway.

THE QUESTION OF ADMINISTRATION.

As to the question of administration, the intention was that the Government should build the wharves in order to preserve uniformity, but there was intention of the Government running a wharf and godown business. It was quite possible, for example, that Messrs. Butterfield and Swire might come to an arrangement to build under Government supervision. It must be according to Government specification in order to ensure that it was built according to the general plan. The Government would either build or have the wharves built under supervision, but it was not proposed by the Government to undertake a wharf and godown business. If two firms cared to divide the wharf between them, there would be no reason why they should not. Any such arrangements would have to be under some form of administration which he imagined the Chamber of Commerce could help in devising.

Asked if the Government had considered the question of charges for the wharves, and whether the Government would lease them to the highest bidder, Mr. Fletcher said his personal opinion was that it would be better to give the Shipping Companies facilities. On that the Government relied on the advice of the Chamber of Commerce. It was for them to advise how the facilities could best be used. The Government did not want merely to sell to speculators.

(Continued on page 7.)

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"DAILY MAIL'S" SHARP CONDEMNATION OF THE GOVERNMENT.

LONDON, November 19th.

A remarkably sharp condemnation of the Government, in the generally pro-Government *Daily Mail*, principally on the ground of the Government's foreign policy, declares that Mr. Baldwin grows more maladroit every day. To vote for the Baldwin Government means, "Vote for quarrelling and a break with France," with whom Lord Curzon has poisoned our relations.

Referring to the tariff question, the *Daily Mail* says Mr. Baldwin is so weak that he does not go half far enough. The newspaper concludes by saying that it may possibly be necessary for the electors to consider whether Great Britain's foreign policy must be placed in safer hands than those of Lord Curzon and Lord Robert Cecil.

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NUMBER 432.

LONDON, November 19th.

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CRITICISED BY LIBERALS.

LONDON, November 19th.

A Liberal manifesto, signed by Messrs. Asquith and Lloyd George on behalf of the Party, declares that the Government elected a year ago on a programme of five years' tranquillity has suddenly decided to plunge the country into the turmoil of a general election on the unproved and unprovable allegation that tariffs will cure unemployment. It condemns the precipitancy of the Government's action which is solely due to the signal and disastrous failure of their conduct of foreign policy in great matters essential to our livelihood. The Government's blindness and indecision and impotence have been such that it has ceased to exercise any guiding influence in European affairs. The same applies to the Eastern policy. The shameful Treaty of Lausanne surrendered all the securities of British commerce in Turkey, and a similar fate threatens the valuable markets of the Far East.

THE LIBERAL PROGRAMME.

The Liberals' policy, continues the manifesto, is prompt settlement of reparations coupled with consideration of the inter-Ally debts, an earnest effort to co-operate with America, and to reopen full relations with Russia. The manifesto further declares that a capital levy would be disastrous. It demands improvement and development in Britain and the Empire; for example in matters of transport, afforestation, cheap power, and development of Imperial resources, especially in the Crown Colonies, railway building in the Dominions and India, the facilitation of overseas settlement, the cheapening of means of inter-imperial transport, and the promotion of co-operation between employers and workers. It declares that agriculture requires stable prices, greater economic resources, security of tenure and improved transport. It advocates credit facilities for the farmer, co-operative marketing with Government assistance, retrenchment of public expenditure, local option rating and land reform.

MR. BALDWIN OPENS UNIONIST
CAMPAIGN.

LONDON, November 19th.

Mr. Baldwin opening the Unionist campaign in Queen's Hall, declared that Mr. Lloyd George's speech on Saturday was a revision to a type. Mr. Lloyd George lost the last election because the people had ceased to trust him. The only issue at present was unemployment, and his prescription was to keep the home fires burning. The price of some articles might rise before readjustment between Home and imported production came, but that was a mere bagatelle compared with what we had to face to-day. The Conservatives were a united Party fighting to win, with a large majority, to put an end to the possibility of any form of Coalition.

UNIONIST DESIGNS ON LIBERAL
PORT.

LONDON, November 19th.

Sir Allan Smith, chairman of the Industrial Group of the House of Commons, has been adopted as the Unionist candidate for the Farnley division of Glasgow.

(At the last election Sir John Colville (Nat. Liberal) was returned with 11,754 votes. His opponent, Sir D. Stevenson, Liberal, polled 9,232 votes.)

LATEST CABLES.

TRADE WITH RUSSIA.

BRITISH MISSION FINDS PROSPECTS FOR BRITAIN ARE GOOD.

LONDON, November 19th.

The report of the Mission of Businessmen which is on a visit to Russia is of the opinion that conditions there have enormously improved. "Exports are greater than imports, the country's finances are on the way to stability and Trade prospects with Great Britain are extremely good. A huge trade with Germany has been lost."

The Mission is convinced that the Russian Government, if it can be assured of the rapid development of industry, would assume all liabilities except inter-Governmental war debts and would fix liquidation dates.

[A Reuter's cable message dated August 10th said that a party of business men headed by Mr. F. L. Baldwin, cousin of the Premier, and Chairman of Biscoe Traders, Ltd., which is an association of eighty British engineering concerns formed ten years ago to prosecute British interests in Russia, had left on a mission to Russia where they hoped to conclude definite business with the Soviet.]

LATEST CABLES.

SPANISH KING AND QUEEN
AT ROME.POSSIBILITY OF ITALO-SPANISH
ENTENTE.

LONDON, November 19th.

The possibility of an Italo-Spanish entente resulting from the visit of the King and Queen of Spain to Rome is attracting much attention in the British Press, as being likely to have an important bearing on British Overseas communications. The Italian and Spanish communities' interest in North Africa and the Mediterranean have been the theme of articles in both the Italian and Spanish Press, emphasising the dominant position which a naval understanding would give to both countries in the Mediterranean across the French line of communications with North Africa.

EARLIER CABLES.

A CORDIAL RECEPTION.

ROME, November 19th.

Their Majesties the King and Queen of Spain arrived in a special train. The city was gaily decorated. Their Majesties the King and Queen of Italy, the Prince of Piedmont, Signor Mussolini, and all the Ministers welcomed the visitors at the station. The meeting between Signor Mussolini and General Primo de Rivera, head of the Spanish "Directory," was very cordial. Great crowds accorded an ovation to the visitors.

The Pope has received the King and Queen of Spain and General Primo de Rivera.

LATEST CABLES.

BIG LOAN FOR GERMANY.

BRITISH-AMERICAN-DUTCH BANKING
GROUP NEGOTIATIONS.

According to the *Boersen Courrier* negotiations are progressing between well-known Berlin bank and a British-American-Dutch group of bankers concerning a loan of 1,400,000,000 marks to Germany, provided the internal and political situation in Germany is unchanged. The offer was made only to the Stresemann Government, which would guarantee credit.

THE RUBR.

WHOLESALE LOCKOUTS
PROHIBITED.

DRESDEN, November 19th.

General Degoutte has issued an ordinance forbidding wholesale lockouts from November 30th on penalty of five years' imprisonment and a fine of 500,000 gold marks.

EARLIER CABLES.

GERMANY AND THE
ALLIES.HERR STRESEMANN BIDS
DEFIANCE TO FRANCE.

BERLIN, November 19th.

Herr Stresemann's announcement of his intention to refuse the surrender of the Crown Prince is regarded as considerably strengthening the Chancellor's position. Undoubtedly such refusal meets with the approval of the vast majority of Germans. The newspapers hitherto have not commented on the French threat of sanctions, except the *Moskauer Abend Zeitung* and *Nationalist Deutsche Zeitung*. Anticipation in the latter declares that if M. Poincaré dares to let the robber hordes march further, they will have to wade in a sea of blood.

ENGLISH WOMEN ADVISED TO
LEAVE GERMANY.

Official advice has been conveyed to the women clerks in the British Embassy and Military Attaché's Commission to return to England in view of the food difficulties and possible outbreaks and disorders in the winter, but the ladies at present are averse to departing.

THE QUESTION OF SANCTIONS.

PARIS, November 19th.

The agreement of the Ambassadors' Conference is hitherto not published, and awaits ratification by the French Cabinet. It is understood it provides for sending a stiff Note of protest to Germany without defining any sanctions which will be discussed later if Germany does not give satisfaction.

PARIS, November 19th.

The Conference of Ambassadors has agreed with regard to the resumption of Inter-Allied military control of Germany. It is still deliberating with regard to the return of the ex-Crown Prince.

A later Paris message says the Cabinet has unanimously approved M. Poincaré's attitude during the negotiations. The attitude of Ambassadors' final decision now depends on the views of the Allied Governments on the agreement in principle reached at the conference.

LATEST CABLES.

OBITUARY.

DR. JOHN CLIFFORD.

The death is announced of Dr. John Clifford, M.A., D.D., D.Sc.

[Dr. John Clifford was a prominent Baptist Minister and Author. From 1872 to 1921 he was President of many Baptist organisations and associations including the Baptist World Alliance 1905-1911. He was a most prolific author of religious works, many of which were political as well as theological. During and after the war he wrote a number of books dealing trenchantly with the European situation. He was in his 88th year at the time of his death.]

PRESIDENT OF REICHSBANK.

BERLIN, November 19th.

The death is announced of Herr Haverstein, President of the Reichsbank.

Herr Haverstein came into prominence at the end of last year owing to his refusal to grant further credit for German commerce when the mark issue had passed the million million figure.

HONGKONG HARBOUR
SCHEMES.

(Continued from page 5.)

The Hon. Mr. LANG: Do the Government want an adequate return on the capital?

Mr. FLETCHER: Undoubtedly.

Mr. LANG: Being 10 on 6 and 7 per cent.

Mr. FLETCHER: That is the intention certainly.

Mr. LANG: Emphasised the importance of Shipping Companies having some information as to probable cost of taking up sections of the proposed wharves, and Mr. Fletcher replied that if it was decided to proceed with the scheme, definite figures would be worked out.

Butterfield & Swire proposed to build a wharf and other shipping companies could see how they fared.

EARLY COMMENCEMENT OF KENNEDY TOWN
SCHEME.

Mr. FLETCHER went on to say that the Government was going on with the Kennedy Town scheme almost at once. He explained the sketch plan in some detail, especially as to the reservation, off the front areas to afford shipping facilities. Fixed decisions would not be made now but, at any rate, the area would not be sold for tenement houses or ordinary Chinese occupation. The Kennedy Town scheme was regarded by the Government as a development plan, and not as one adding to the congestion in a very crowded West Point, and that was the Government's desire.

The Chairman: If you charge shipping or godown companies 7 per cent on the outlay, I do not think it is certain that the result would be to reduce the cost of working cargo, because it would represent an enormous sum. The charges at present gave returns on values at the time when the wharves and godowns were constructed, which is a very different thing.

Mr. FLETCHER: Would you advise a Port Trust or anything of that kind? I think we ought not to be deterred by the consideration that the work is expensive but, if the Government is to do it, it will have to have an adequate return; if the Government undertake a Port Trust, it will have to give some compensation to present owners.

As to the North Point scheme Mr. Fletcher said it was proposed to develop this area entirely for cargo handling and godowns and not to permit residential use. The whole frontage to a considerable depth it was proposed to reserve absolutely for Port use.

COMMENTS BY MR. EDKINS.

Mr. EDKINS said that the meeting was very much indebted to Mr. Fletcher for outlining so fully the Government ideas. He was sure the Chamber desired to do everything possible to help the Government to the best solution of these difficult problems, the solution of which would have so much bearing on the future—even more than on the present. He entirely agreed with Mr. Fletcher, subject to the qualification that a good many of the points in favour of the North Point scheme applied to the future rather than to the present. In discussing these questions at the Shipping Sub-Committee, there was a very strong opinion in favour of developing West Point before any other area; also that it was desirable to set a limit to the expense. That a great sum of money was involved in the various Harbour proposals was fully realised by the Shipping Committee.

With regard to the North Point scheme, it was considered that, although there was much to be said in its favour—personally he thought a great deal, especially in favour of getting quay walls built—there was not an urgent need for that (frontage). He doubted if, within the next 10 or 20 years, so important a business quarter as West Point was likely to be moved because quay walls and godowns were developed at North Point. Speaking generally, he felt that, if funds were available, it was a good thing to proceed with the building of deep sea quay walls. However, he was very much impressed with the proposals made by Capt. Davidson and Capt. Robinson—not so much with the proposals themselves but with the ideas. The recent typhoon had brought home the importance of protection for large vessels. In the past Harbour schemes had been limited by financial considerations but now the Colony was considering the expenditure of money running into several millions sterling, for Hung Hom Bay, and he thought it possible that sufficient consideration had not been given to the question of more definite protection for large vessels, perhaps because in the past it had been a question of difficulty in finding the money. It might be helpful and not involve too much delay if the question could be put to Sir Maurice Fitzmaurice, that open wharves did not seem to be the only thing for Hong Kong Harbour. If funds were available and if the expert advisers could suggest ideas which would obviate the necessity of all the big steamers going out to shelter in typhoon weather, it would be very valuable in the interests of the Harbour in the future. The tendency was for more and more large steamers to come here and the anxiety of the owners and masters must be very great in typhoon times. This aspect of the question had not been put, so far as he knew, to the engineers—whether quay walls which would offer typhoon shelter could be provided at reasonable cost. Having regard to the fact that the Colony was building for the next 50 or 100 years, it was worth while to consider this aspect before being committed to large expenditure.

Mr. FLETCHER thought that the Consulting Engineers had in view the question indicated by Mr. Edkins.

Mr. ANDERSON added that a scheme was already in existence for constructing a long arm projecting into the Harbour and enclosing an area for deep sea vessels.

Mr. FLETCHER: Yes, and the Engineers were strongly of opinion that ships should leave the wharves in typhoon weather.

Mr. EDKINS: At Singapore where you have no hurricanes, you have a wet dock. Here, where it is more important, we have no such thing, and I think we ought to ask our Consulting Engineers whether it is possible to design sheltered wharves in place of open ones. We have got the money: is it not worth while putting the question?

Mr. ANDERSON: The question had really been put to the Consulting Engineers in the course of conversation in the office. Their opinion was asked on the question generally having regard to the fact that in a typhoon with a wind velocity of 130 miles per hour, a wind pressure was developed on the sides of ships of 10 lbs. per square foot. The Engineers said it was impossible to contemplate constructing wharves which would protect ships against such winds.

Mr. EDKINS: What about the *Taiwan*?

Mr. ANDERSON suggested in reply that the *Taiwan* was an exceptionally well sheltered place.

Mr. EDKINS: Is it within the bounds of possibility to devise sheltered sea docks?

Mr. EDKINS: This new idea having been brought forward by Capt. Davidson, I think it would be a great pity to embark on an expenditure of several million sterling without asking the Engineers their opinion as to the possibility of constructing a sheltered dock for deep sea vessels.

The Committee indicated their approval of this suggestion by loud applause.

Mr. FLETCHER agreed that a dock would be most desirable if it could be built.

The Chairman suggested that the two Japanese steamers which were driven alongside piers in the typhoon of August 18th did not sustain much damage.

Mr. FLETCHER thought that the reason for that was that the vessels did not come alongside until quite late in the typhoon; also that the Government pier (Statue Wharf) was specially strengthened. The *Ginga Maru* was practically not alongside, so that one could not argue from that. Mr. Anderson bore him out that the Engineers were consulted and expressed an opinion against docks for large vessels in typhoon weather, but there was no possible reason, if the suggestion was feasible, why the Engineers should not be further pressed on the subject.

Referring further to difficulties in connection with development in West Point Mr. Fletcher mentioned that, if the thing was to be done properly, it would be necessary to remove the tramway from the Harbour front and so provide free access to godowns. An estimate was obtained by the Government for driving a short length of road at Western Market in order to join Des Vaux Road Central and Des Vaux Road West, and it was estimated that it would cost \$4,500,000 merely to resume the land. If the scheme actually went forward it would probably cost a much greater sum. If enormous costs were to be piled up in this way it would be impossible to make any Harbour scheme practicable.

Mr. SUTHERLAND thought that if the Government continued with the Kennedy Town scheme the requirements of the West Point district would be met.

Mr. FLETCHER said that documents were practically ready for tenders.

Mr. P. A. Cox wished to impress on the Government that there is no real shelter in Hong Kong Harbour for large steamers in typhoon weather.

Mr. EDKINS: Would it appeal to you, Mr. Fletcher, to put the whole of the schemes before Sir Maurice Fitzmaurice so that they could be dealt with in one more comprehensive report, and especially with a view to obtaining more shelter for typhoons.

Mr. FLETCHER thought it would be quite sufficient to put these questions before Mr. Duncan on his return to the Colony in the early Spring. Mr. Duncan had been specially chosen for service in the Colony on account of his special abilities in these matters.

Mr. EDKINS: Personally I am quite in favour of development in all three areas, but, if we can have something better than any of the schemes now before us, it is worth while waiting for it a little longer.

Mr. FLETCHER: I quite agree. If we can get this wet dock I am strongly in favour of it.

After further discussion, Mr. Fletcher undertook to put the question of a wet dock before Mr. Duncan on his return from leave.

Mr. SUTHERLAND mentioned the question of transport and communication between West Point and any new area developed at North Point. To move the centre of business would be a very gradual process and there must be means of transport because the consumer was at West Point although the bulk of the cargo might be at North Point. What had the Government in view for linking up these two very busy centres?

Mr. FLETCHER replied that as soon as Government could get the military lands and an expert valuer was on the way from Home—a 100 foot road would be made from the City Hall, direct to North Point. If the meantime, Queen's Road was gradually being widened. He could not hold out very much hope westward as the district was so congested, but, as motor transport developed, communication would improve. Rickshaws would tend to be driven off the streets, and the Government contemplated taking the chairs off the streets altogether in the City district between Queen's Road and the sea.

Mr. SUTHERLAND asked if the 100 foot road would be taken along the Harbour front.

Mr. FLETCHER replied in the negative, adding that a narrower road would be suitable between the godowns and the wharves, and it was desired not to congest them by admitting through traffic. The godown owners would have rights across the Harbour road, which would be a thoroughfare for traffic of cargo and not a public road. At North Point, an area 500 feet wide between the 100 foot road and the sea wall would be reserved for shipping business premises, and not used for residential purposes.

The Chairman: In view of the fact that Mr. Fletcher is in favour of deferring the question of Harbour development until Mr. Duncan comes back, is it the feeling of the meeting that we should also defer the consideration of other questions relating to the Harbour?

The meeting agreed to this course being taken. Mr. Fletcher stipulating that work would proceed on the reclamation at North Point.

FERRIES.

The Chairman remarked that the question of the Jordan Road ferry landing was rather bound up with Capt. Davidson's scheme.

Mr. FLETCHER: Yes, it is but, in any case, the Government have gone exceedingly carefully into it. Mr. Duncan has worked very hard on it, and the Government are convinced that this is the place for a vehicular traffic landing place. It is closer to the centre of Kowloon. Only a limited district is better served by a ferry terminus at Kowloon point, and that district may possibly be more or less given up to godowns in the near future.

In this connection, Mr. Fletcher exhibited plans of completed and projected 100 foot roads in the vicinity of Jordan Road, which point, he considered, gave most direct access to the whole of Kowloon. In addition, if the Star Ferry Co. decided to provide for vehicular traffic the Government would be only too glad. He had, in fact, arranged such a scheme with Mr. Johnstone, but the Company did not go on with it.

Mr. W. S. BROWN submitted that the central point of the traffic at present is the district in which the Wharf and Godown Co., Holt's Wharf and the Railway are situated.

Mr. FLETCHER: But there is no traffic except passenger traffic.

Mr. BROWN: When these vehicular ferries are started there would be a large flow of motor lorries crossing the Harbour. It would be very much cheaper and quicker if there is a ferry service between Kowloon Point and West Point. Motor lorries will take the place of the present small boat traffic which crosses between the two points at present.

Mr. FLETCHER: I do not know that it would be cheaper and it will not be nearer, if this Hung Hom scheme goes through. At Kowloon Point it is a mile to Yau Ma Tei and the Chinese traffic is developing immensely. The Chinese do not want to be landed at Kowloon Point. The principal development of the district is in the vicinity of Jordan Road.

Mr. COVILAND: It seems to me we shall need both.

Mr. FLETCHER: There is no question of stopping the Star Ferry.

Explaining further the Government policy with regard to ferries, Mr. Fletcher said it was the intention to have a very big wharf with a concourse area and avoid a great congregation of rickshaws waiting to take passengers from one wharf to another. A passenger would be able to go from one ferry to another without leaving the wharf. The Government also wanted to get the Canton steamer landing places better organised. As to the question of the ferry wharf on the Hong Kong side, the Chinese did not wish to go further east than Jubilee Street; neither was it desirable to bring lorries close to the big office buildings in the centre of the town. European passengers would continue to take the Star Ferry.

The Chairman mentioned that the reason why the proposal for a vehicular landing stage in connection with the Star Ferry did not eventuate was that the directors had an idea that the Government was going to take over the Star Ferry.

Mr. FLETCHER: I do not know where they got that idea from. The Government never had any such intention.

The Chairman: Then the Jordan Road scheme came along and it was decided to await developments.

Mr. FLETCHER remarked, with regard to rumours of taking over by the Government, that it was much better to come and ask a definite question.

In reply to further questions, Mr. Fletcher said the Government regarded the Jordan Road ferry as an expansion of the Yau Ma Tei service. It was intended to provide for large vessels capable of carrying at least 10 lorries each. He personally was pressing for a free ferry for passengers—not for lorries—and if that principle were adopted, presumably the Government would have to take over the Star Ferry. That was only an expression of his own personal opinion; he thought it was to the public interest to have a free ferry, just as one had a free road.

The Chairman: Is the feeling of the meeting that a vehicular ferry at Jordan Road is desirable, that the Star Ferry should be continued, that vehicular ferries are desirable there also? If so, the Government will work out a scheme in detail, and eventually put it before us for our views.

This was agreed to.

TYPHOON REFUGE AT SHAIKIWAN.

The Harbour Master exhibited a plan showing a suggested means of providing typhoon shelter at Shaikwan and Mr. Fletcher undertook to go into the question.

IMPROVEMENT OF MONGKOKTSUI
REFUGE.

It was indicated that this question is also under consideration with the object of carrying out works originally suggested but not put into effect at the time of construction of the Refuge, on account of high cost.

QUESTION OF MOORINGS.

On the question of the allocation of moorings, Mr. Fletcher suggested that this was simply a matter for the Shipping Sub-Committee of the Chamber and the Harbour Master to make rules.

On the question of small ships anchoring at strongest moorings, Mr. Fletcher asked why moorings should not be made so strong that they would hold anything.

(Continued at foot of next column.)

THE SMALL POX EPIDEMIC.

(Continued from page 6.)

Mr. KOCK said he had been informed by Medical Officers at Canton that every time there was an epidemic of disease in Hongkong that epidemic was three or four times as bad in Canton. He wondered whether it could be arranged that in addition to having the house to house vaccination that all passengers arriving in Hongkong should be vaccinated before leaving the ships.

The Chairman said that this scheme had already occurred to him, but he thought it would be difficult to work and he thought the house-to-house scheme would be best. He asked the Medical Officer of Health to express his opinion on the subject.

The Medical Officer of Health said he did not think such a scheme could be easily carried out. Many of the ships arrived late at night and at that hour after a sea journey the passengers would hardly be in a fit state for vaccination. Then again it would hardly be suitable to carry out vaccinations on a closely packed passenger ship. Then, again, many came down by railway and in normal times the number who arrived in Kowloon by rail was approximately as large as those who arrived by steamer.

The Chairman said that he had no objection to the scheme being tried.

Mr. WONG KWONG TSI suggested that the medical practitioners in the Colony should be asked to vaccinate free of charge. He thought there were many who did not like going to the public stations if they could be done free of charge. The Sanitary Department could supply the ink and other necessities to them for the purpose. If this could not be arranged he suggested that the medical practitioners be asked to vaccinate and that the Government remunerate them for their services.

The Chairman said that the campaign scheme was a good one and that the Chinese vaccinators were very successful with the work.

Dr. P. LARKE: We have plenty of vaccinators; all we want is people to come to them.

This was all the business before the meeting.

AN ECHO OF THE "SUI AN"
PIRACY.EX-PILOT OF THE SHIP DETAINED
BY THE POLICE.

Yesterday a suspicious character was found in the pilot's room of the *S.S. Hui An*. He was taken charge of by the Water Police and eventually handed over to the detective at Central Station to deal with. The man was formerly a pilot on the *S.S. Sui An* at the time of the piracy (which by the way occurred a year ago this week). After the piracy he disappeared and has since been living in Macao. His actions, according to the crew of the vessel, have not been above suspicion, and yesterday when he visited Hong Kong by the *Hui An*, making use of the pilot's room during the journey, his presence on arrival of the vessel in Hongkong was reported to the police.

The police are at present investigating the case, but at the moment they have nothing definite to prove against him and he will in all probability be released from police custody to-day.

LATEST CABLES.

CANADIAN TRADE.

A SUBSTANTIAL INCREASE.

OTTAWA, November 19th.

The trade of Canada for the twelve months ending October 31st was imports \$912,000,000 and exports \$804,000,000, being increases of \$172,000,000 and \$170,000,000 respectively as compared with last year.

Privates E. Hart and E. Cottell, of the King's Regt., were charged with causing damage to a Mr. Pang's ricksha to the extent of about \$10 in Queen's Road Central at midnight on Monday. One rode in the vehicle and the other acted as puller and they amused themselves in this way for some time until the footrest broke from rough usage. The defendants declined to make a statement. The Magistrate ordered the two men to pay \$5 compensation and discharged them with a caution.

The Harbour Master replied that it was not a question of strength of moorings but of strength of cables. The French liner's cable broke in the August 18th typhoon.

The Chairman: It is very difficult to get a good hold in Kowloon Bay.

The Harbour Master: You would have to allocate them in some way. In the last typhoon we had 70 ships in Harbour.

Mr. FLETCHER: And if you had a wet dock it would only accommodate 10 ships. Would it be possible to put a boat from an *Empress* in the Naval Camber? There are rarely any large ships there in the typhoon season.

The Chairman: The question of allocation of moorings is left to the Shipping Sub-Committee, and the Harbour Master. The position of these various matters is that when Mr. Duncan returns he will report on the feasibility of a wet dock, a refuge at Shaikwan and an improvement of Mongkoktsui refuge. The ferry question will be gone into further by the Government and will be referred to the Chamber later on, with additional particulars and a more complete scheme are available.

The proceedings concluded with an expression of thanks to the Hon. Mr. Fletcher, Commander Beckwith and Mr. Anderson for their assistance.

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RESCUE OF LADY CAPTIVES.

EXPERIENCES WITH THE
BANDITS.

HOW THEY ESCAPED.

A Hankow paper says:—
The full story of the experiences of Miss Durroch and Miss Sharp, while in the hands of the Hunan bandits will not be learned till the ladies themselves return to port. At present they are in Kaitung-fu. Meanwhile two other ladies, Miss Wilson and Miss Thompson, who were coming from Cheuchih in Shensi to Hankow, found them on the train which they boarded at Hoan-fu and what they learned of the story they kindly related to us.

All was peaceful in Sihwa-hsien, a quiet little Hunan city where the two ladies had been stationed for years when it was suddenly attacked by bandits on the morning of September 23rd. There had been many rumours in the country side about bandit outrages, but it was not expected that their city would be attacked and no preparations for defence were made. They heard the sound of firing at daybreak and at first thought it was crackers, but the reports brought the alarm that the bandits had come to the city and considered what best should be done. It was impossible to run, and equally impossible to hide, so they resolved that, if the bandits should trouble them, they would allow them to take whatever they pleased. In due time their premises were ransacked and whatever was thought worth carrying away was taken, and then the bandits said they wanted to take Miss Sharp but Miss Durroch could stay because she was too old. The ladies, however, declined to be parted so they were kept under guard till nightfall when they were both placed in a cart. A number of their schoolboys were also taken but none of the school girls. The ladies pleaded with them to let the youngsters go as they belonged to poor people but were told to mind their own business. At nightfall the gang set out with a large quantity of loot which they had secured conveyance for, and also many captives who were made to walk. They were driven along the road like sheep in the daytime tied in bunches by their pigstails, and at night they were carefully guarded to prevent escape. There were 3,000 bandits in the gang, and by the time they were checked they had 3,000 prisoners.

NO VIOLENCE OFFERED.

They seldom remained more than twenty-four hours in one place, and travelled at night by preference. They followed a zig-zag course and planned to reach some town or small city early in the morning so as to capture it by surprise. No opposition was met with from the soldiers, and the poor people who were unarmed could do nothing. They seemed to be well supplied with information as to the district passed through, and knew who had money in hand, or who was likely to be worth taking. In this way they trekked along till they had crossed the railway and entered the hills country. No violence was offered to the ladies, and they got as good food as the district provided, but they were always carefully guarded. Nearly a month passed in this way during which many towns had been plundered, and then troubles began. The bandits had expended all their ammunition and could get no more, so from being the robbers it became their turn to get robbed for they were set upon by the country militia. The carts could not travel amongst the hills so were abandoned, and parties were got for the ladies but neither had been accustomed to riding and could not sit the animals. The food supplies also gave out and they had nothing to eat save one bowl of millet gruel in the twenty-four hours. Then the soldiers came and it became a race to reach Lushan, in which district the old headquarters of White Wolf—the hills are so rugged that they did not expect to be pursued there.

This was the worst time. The fatigue of scrambling up and down precipices, of being dragged through streams waist deep and kept tugging along, was killing. Their clothes had been torn to tatters, and their shoes were gone. Their feet were cut up by the stones and filled with thorns, but there was no rest for them. When they gave in and refused to go further, the bandits brought their rifles and threatened to shoot them. At night they thought themselves fortunate if they got a scrap of covering save the Chinese clothes which their captors had handed over when their own were gone. The worst was the shower of bullets which met them at every turn of the road, and they did not know at what moment they might be killed or wounded.

THE ESCAPE.

This was their experience for several days when one morning there was a sudden alarm that the soldiers were at hand and the usual stampede. In the hurry the two ladies were separated and neither knew what had become of the other. Miss Durroch was dragged off by the Captain of the band and one of his men to the foot of a precipice and told to climb up. She said she could not so he went ahead to show her the way when he got into a fix himself and his man climbed up to help him. Upon this Miss D. proceeded to crawl away in the opposite direction and got into a little thicket in a hollow where she remained till the soldiers came up. These at first would not believe she was a foreign woman at all as her clothes were in rags and her head was covered with a bit of towelling. As soon as the soldiers were satisfied she was the lady they were in search of they implored them to go to the rescue of Miss Sharp, but she had been already rescued. In her case she was asked to jump down a precipice and as she refused the bandits jumped down themselves and made off. She found a little cave and crawled in there when soon after the soldiers appeared. They said they were Wu Pei-fu's men who had been sent out to bring the two foreign ladies to Loyang, and treated them quite kindly till they arrived there after a further journey of five days. A number of other captives made their escape at the same time, including what was left of their school boys.

(Continued at foot of next column.)

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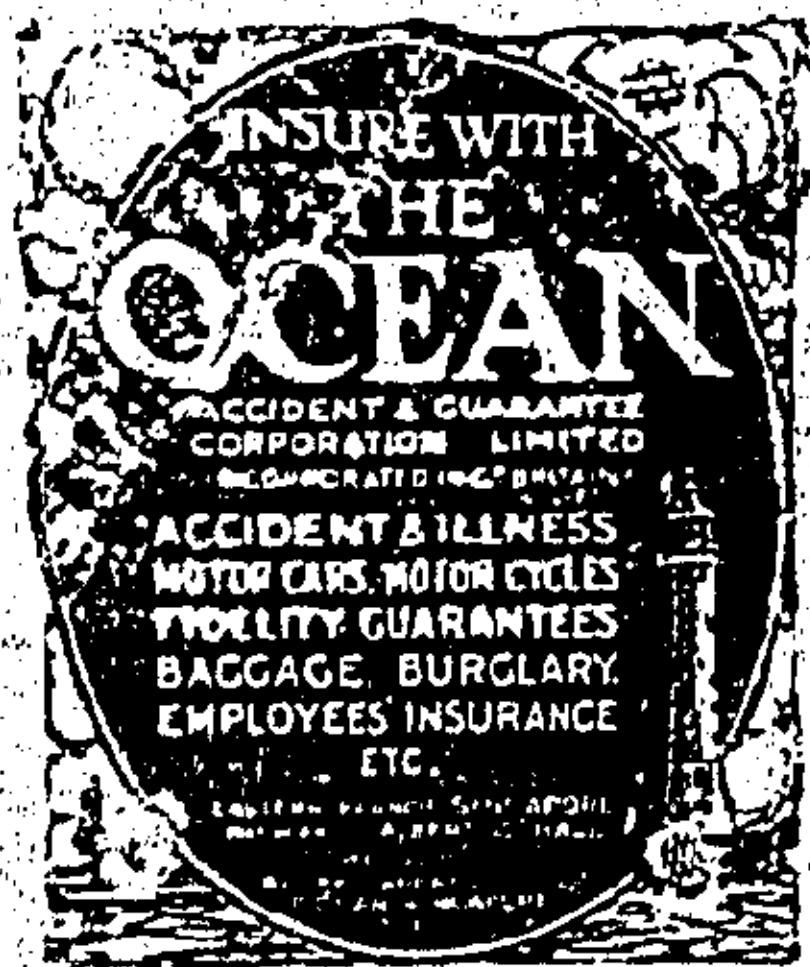
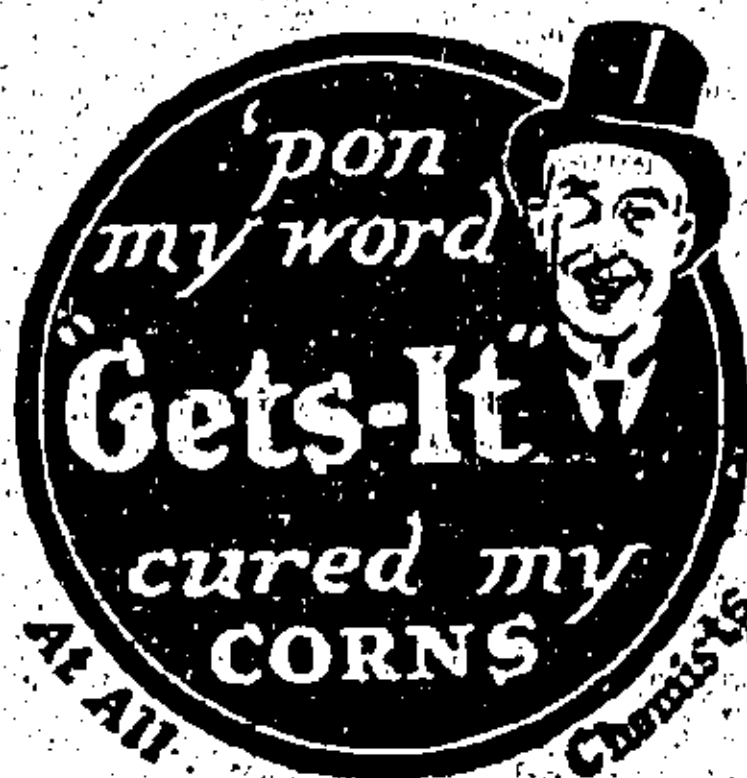
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From that point the hunt was up, and what became of the bandits afterwards is not known. The credit of their rescue seems to belong to Wu Pei-fu, but he could more easily have done it first than last. There were a number of occasions on which the soldiers might have got them off but they always exhibited a wonderful faculty of keeping out of the way. The ladies knew that they were being followed by three male members of their mission, and always kept their hopes bright that some day they would meet with deliverance, but it was a terrible ordeal to go through as long as it lasted. They are reported to be in fairly good health, but so overcome by their experience that they just want to rest and not to be bothered by anybody.

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YESTERDAY'S PROCEEDINGS.
NAUTICAL EXPERTS IN THE WITNESS BOX.

The case in which the Indo-China Steam Navigation Co. are suing the owners of the *Montrose* for damage caused to their vessel the *Yuen Sang* by a collision during the Manila typhoon of 1920 was continued yesterday afternoon before his Lordship the Chief Justice (Sir William Reg. Davies) and an Assessor (Com. Beckwith, R.N.) sitting in Admiralty jurisdiction.

The proceedings opened by the Assessor putting a number of questions to Capt. Wheeler, the Marine Superintendent of the plaintiff company.

Capt. Wheeler was asked whether there was any piermaster of responsibility in Manila to see that these ships were made properly fast.

Capt. Wheeler: There is a man in charge. He is in the Customs Department and what he does is to place your ship in such a position that your hatch comes in line with particular doors into which he wishes to put the cargo, and that is why you have some ships projecting well beyond the pier. That is because the shore end of your pier may be full of cargo.

Com. Beckwith: Then I take it the *Montrose* would have been berthed by this person?—Yes, she was berthed there just for convenience in handling cargo.

Com. Beckwith: The *Yuen Sang* was lying in a particularly snug spot except for one quadrant where she was on a particularly bad lee shore. August is a very bad month. The ship was lying there with steam up. I notice that on August 21st at 1 a.m. the glass started to fall and continued to fall until late in the evening. If you had been in the *Yuen Sang* under these conditions would you have been anxious on seeing your glass fall when it should have risen?

Capt. Wheeler: No sir, not up to 6 o'clock in the evening. Then I certainly would have been very anxious. I think possibly I might have been misled the same as the other shipmasters seem to have been misled. On the day previous, reading the weather report, I noticed a typhoon indicated as being shown across Luzon into the China Sea and the forecast said that this typhoon or depression would probably deepen when it entered the China Sea. That was followed by a later report which stated: "Typhoon has entered the China Sea and deepened."

"One who is used to this port knows very well that there has never been recorded a typhoon which originated in the China Sea close enough to affect the Philippines and cross directly over it; though on the top of that you would have this typhoon or depression crossing the China Sea and deepening. That would have the effect of causing your barometer to fall, even if a typhoon was not approaching. There would be a general lessening of the atmospheric pressure and the wind approaching from the South-west would confirm it. One would not be surprised at the fall owing to the deepening of the depression. A typhoon need not be approaching if your barometer is falling under these conditions. I am satisfied that every shipmaster in Manila with the information in their possession that they would get through the daily press associated the falling of the barometer with the typhoon which had already crossed the China Sea and was expected to deepen and had deepened. They were more or less unprepared. That is confirmed, I think, by the small craft that were caught in the harbour."

Mr. Jenkin: I put it to you that if the *Yuen Sang* started heaving out on her anchor at 7 o'clock with a view to going out, it was unseamanlike?—No.

That closed the plaintiff's case and Mr. Jenkin then announced that he proposed to call Capt. G. D. Arthur, of Messrs. Carmichael and Clark, who would say that in his opinion had the *Montrose* been in steam she would not, when her forward moorings broke, have been in a position, with the exercise of ordinary maritime skill and care, to have used those engines.

Capt. Arthur would also say that in his opinion, the right course for the master of that ship to take was to remain where she was.

The Chief Justice: Will he go so far as to say that if she had had steam up it would have been of no avail?

Mr. Jenkin: Yes.

Captain George Duncan Macpherson Arthur, was then examined by Mr. Prosser on the lines indicated by Mr. Jenkin. He said he was a marine surveyor, being a partner in the firm of Messrs. Carmichael and Clark, and had been 22 years at sea. For 10 years he commanded Blue Funnel ships running to Manila.

Mr. Prosser: If you entered Manila harbour with a No. 1 typhoon signal flying, what would you do as regards steam?

Capt. Arthur: With regard to steam during the typhoon months in Manila, Hongkong and Japan, I always kept "banked fires" irrespective of whether a typhoon signal was flying or not. That was not altogether a matter of personal judgment. I think it was understood to be orders from Home.

Capt. Arthur expressed the view that at 6.30 p.m. the *Montrose* berth without steam, was as safe as any you could get in Manila harbour. Under the conditions prevailing, with or without steam, he would not have moved. As far as moving back along the wharf was concerned, he did not see that steam entered into it. The main steam would not have been required to move the ship.

Mr. Prosser: If some of the moorings had parted and there was a very big strain on the other moorings, would you have used your engines to ease the strain?

Capt. Arthur: No that is not practicable.

Mr. Potter, cross-examining, asked the witness, whether if he had been in the position of the *Montrose* he would have preferred to have steam or not.

Capt. Arthur replied that he would prefer to have steam "in order to clear my reputation." Pressed further, by counsel, he agreed that he would also like to have steam up so that he would have it in case there was any possibility of using it. Proceeding, Capt. Arthur said that if he had been in charge of a Blue Funnel boat he would have got up steam and gone out, saying he could get clear of the wharf and the breakwater before it got dark. He could not think of any emergency, except a fire on the wharf, in which a ship of the *Montrose* class lying alongside that wharf could possibly have used steam. If the *Montrose* had attempted to leave the wharf she would not have had the power to face the gale because she was "lying light" and had 45 fathoms of cable hanging across her bow. "She would have careered across to the other side and the mess would have been worse." "I believe," witness said, "that if I had been master of the ship under these conditions I would have stayed at the wharf." Continuing after this, evidence of the Chief Officer of the *Montrose* (Mr. Walter Stevens) which had been taken on commission, was read by Mr. Campbell Prosser, and the case was again adjourned.

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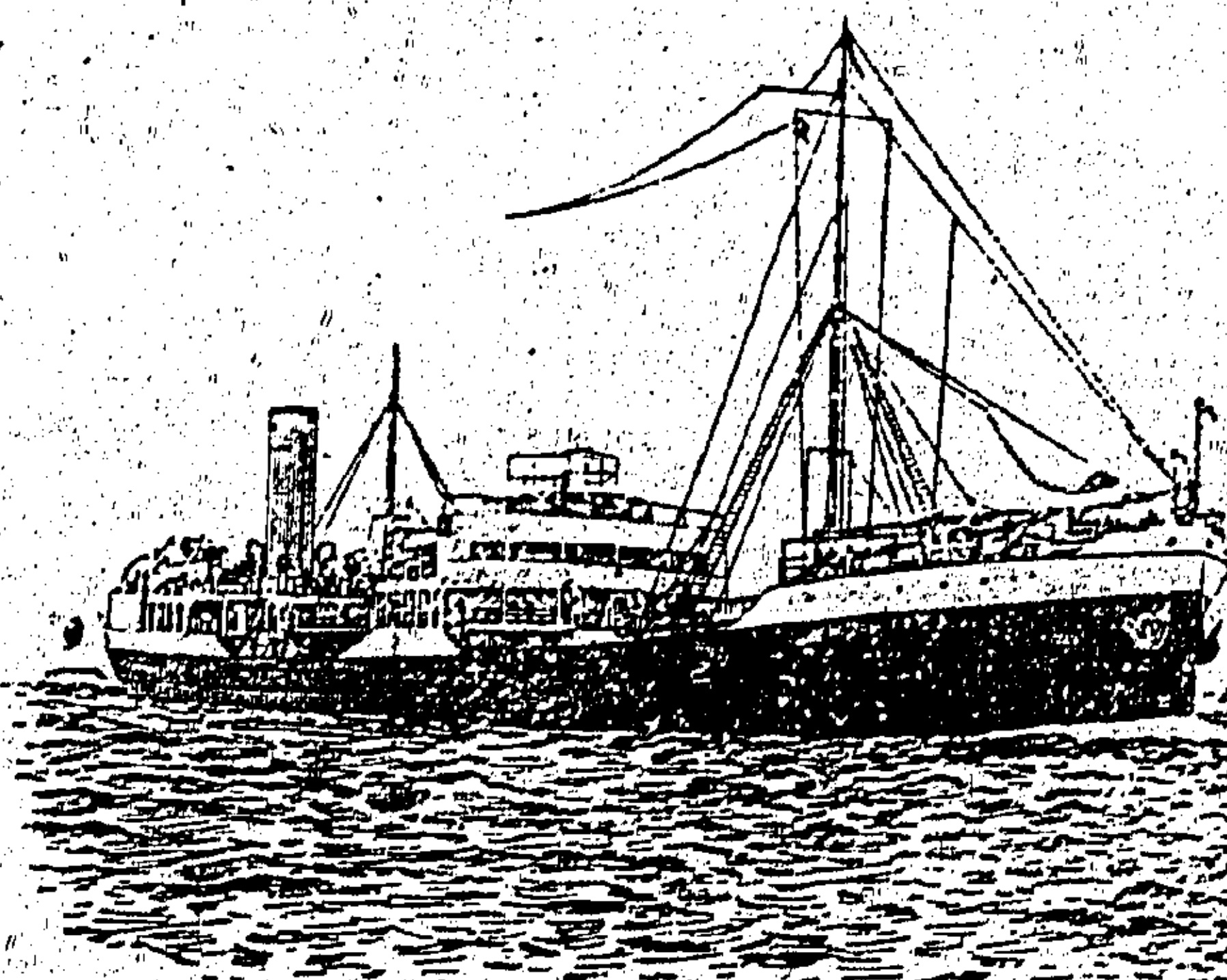
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"RYANZA"	7,023	25th Nov. D.L.	Mars., L'don, A'werp & R'dam.
"KALYAN"	9,063	30th Nov. daylight	Marselles, London & Antwerp.
"BOUDAN"	6,696	13th Dec.	S'pore, Penang, Colombo & B'bay.
"DEVANHA"	8,092	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	25th Dec.	B'bay, Mars., Gib., L'don & A'werp.

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	12th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MACEDONIA"	11,089	26th Jan.	do.
"KASHGAR"	8,840	9th Feb.	do.
"MOREA"	10,811	23rd Feb.	do.
"KARMA"	9,068	8th March	do.
"NADIRA"	15,993	22nd March	do.
"KHAYBER"	9,014	5th April	do.
"CHINA"	7,952	19th April	do.
"KALYAN"	9,063	3rd May	do.
"KASHGAR"	8,840	17th May	do.
"KHIVA"	9,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"JAPAN"	6,052	22nd Nov. 1 p.m.	Singapore, Penang & Calcutta.
"TANDA"	6,866	6th Dec.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	4th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Jan.	do.
"ST. ALBANS"	4,500	2nd Feb.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"TAKADA"	6,949	25th Nov.	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	30th Nov.	Shanghai.
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	11th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	15th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	29th Dec.	do.
"SIKILIA"	6,813	2nd Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th Jan.	Shanghai, Moji & Kobe.
"MOREA"	10,811	12th Jan.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.

First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

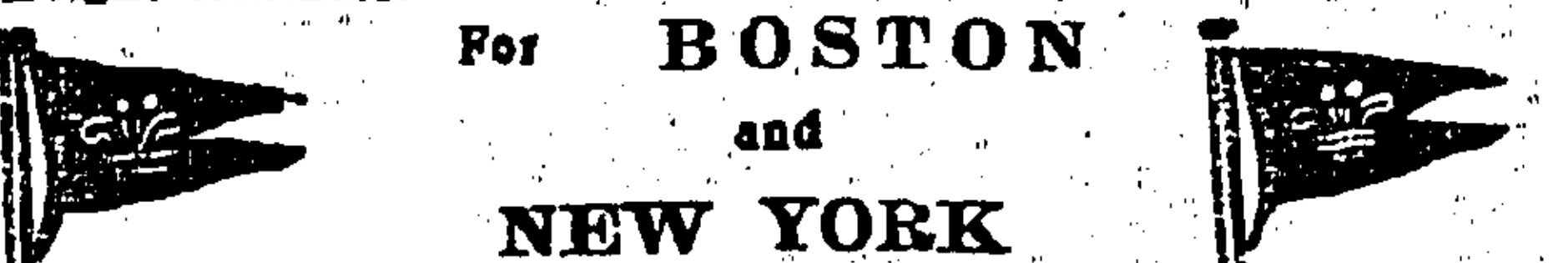
MACKINNON, MACKENZIE & CO.,

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Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" on 26th November.

For Freight and full particulars apply to—

Telephone: Central 5165
Telegrams (Paraprinces)

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATIONS

S.S.	Tonnage	From Hongkong (about)	Destination
LONDON, HAMBURG, ROTTERDAM & ANTWERP	—	—	via Singapore
"AMUR MARU"	—	Monday, 10th Dec.	Colombo, Sum and Port Said.
RIO DE JANEIRO, SANTOS & BUENOS AIRES	—	Friday, 30th Nov.	via Saigon.
"TACOMA MARU" (Calls at Port Elizabeth)	—	—	Singapore, Colombo, Durban and Capetown.
"TACOMA MARU" (Calls at Port Elizabeth)	—	—	via Singapore and Colombo.
"ARGON MARU" (Calls at Penang)	—	Thursday, 22nd Nov.	—
"ARGON MARU" (Calls at Penang)	—	Wednesday, 5th Dec.	—
HAIPHONG, SINGAPORE & BANGKOK	—	—	—
"KISHU MARU"	—	Sunday, 2nd Dec.	—
CALCUTTA via Singapore & Rangoon	—	—	—
"HONOLULU MARU"	—	Wednesday, 12th Dec.	—
VICTORIA, SEATTLE, TACOMA & VANCOUVER	—	—	via Shanghai and Japan Ports.
"LABAMA MARU"	—	Wednesday, 21st Nov.	—
NEW YORK via Japan Ports, San Francisco and Panama	—	—	—
"HAYAMA MARU"	—	Middle of Nov.	—
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya	—	—	—
"BORNEO MARU"	—	Tuesday, 27th Nov.	—
KEELUNG, SWATOW & AMOY	—	—	—
"AMAKURA MARU"	—	Sunday, 25th Nov., 10 a.m.	—
"KAIYO MARU"	—	Sunday, 2nd Dec., 10 a.m.	—
TAKAO, SWATOW & AMOY	—	—	—
"SOSHU MARU"	—	Wednesday, 28th Nov., 8 a.m.	—
TAKAO, KEELUNG	—	—	—
"TOYON MARU"	—	Tuesday, 4th Dec.	—

For further particulars please apply to—

OSAKA SHOSHEN KAISHA,

K. KISHIMOTO, Manager.

Telephone Nos. 4088, 4089, 4090.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure	D.L.
SHANGHAI	"SUNNING"	On 21st Nov.	D.L.
YUENYAT via BALIK PAPAN	"TAIKOOYAN"	On 21st Nov.	9 a.m.
MANILA	"TEAN"	On 21st Nov.	4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 22nd Nov.	D.L.
SWATOW & SHANGHAI	"SOOCHOW"	On 22nd Nov.	10 a.m.
SHANGHAI & TSINGTAO	"SEANTUNG"	On 24th Nov.	D.L.
AMOY, SHANGHAI & FUKOW	"SZCHUEN"	On 25th Nov.	10 a.m.
SWATOW & BANGKOK	"LUCHOW"	On 27th Nov.	10 a.m.
HOIHOW & SINGAPORE	"KIANGSU"	On 27th Nov.	10 a.m.
HOIHOW, FAKHOI & HAIPHONG	"CHINHUA"	On 28th Nov.	11 a.m.
MANILA	"YUNNAN"	On 28th Nov.	4 p.m.
SWATOW & SHANGHAI	"TAMING"	On 29th Nov.	10 a.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On 29th Nov.	10 a.m.
TIENHSIN	"LIANGCHOW"	On 1st Dec.	D.L.
	"KUEICHOW"	On 1st Dec.	4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all European and North China ports. Passengers for Shanghai do not require to tranship at Fooking.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-bath cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 TELEPHONE CENTRAL 33.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	At Hongkong from	Leave Hongkong for	Thurs. Is. & Aus. Ports
"TAIYUAN"	—	2nd December	8th December, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.) Agents.
 Telephone Central No. 33.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ

S.S. "MUNCASTER CASTLE" sailing on or about 18th Dec.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "DUCHESSA DAOSTA" sailing on or about end of Nov.

S.S. "PERSIA" sailing on or about end of Dec.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "FIUME" sailing on or about Early Dec.

S.S. "DUCHESSA DAOSTA" sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZINTO" sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Ivan" Das Hongkong 23rd Nov.

[Leave Hongkong 25th Nov.]

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Prospect" Das Hongkong 30th Nov.

[Leave Hongkong 1st Dec.]

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P.I. PORTS.

U.S.S. "West Mahwah" Das Hongkong 2nd Dec.

[Leave Hongkong 14th Dec.]

For Full Information Apply to STRUTHERS & BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

1800, HINA-STRAITS & JAVA.

1st floor, Queen's Building,
Phone Central No. 3008.

(H. E. CASE, Res. Agent)

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POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
LONDON, letters via Brindisi 23rd Oct.	Calcutta	21st Nov.
Canada, U.S.A., Japan, Shanghai, & London (via New York, 19th Oct.)	Empress of Russia	21st Nov.
SEANGHAI	Shanlung	21st Nov.
SEANGHAI	Kamo Maru	22nd Nov.
SEANGHAI	Shichuan	23rd Nov.
SEANGHAI	Orissa	24th Nov.
SEANGHAI via Negapatam (Letters only, London, 20th Oct.)	Tamara Maru	25th Nov.
SEANGHAI via Negapatam (Papers only, London 20th Oct.)	Pres. Jackson	1st Dec.
U.S.A., CANADA, JAPAN AND SHANGHAI		

OUTWARD MAILS.

FOR	PER	DATE
Shanghai	Alabama Maru	Wednesday, 21st, 8.30 A.M.
Sandakan	Hinsang	2.00 P.M.
Saigon	Hatsue	3.30 P.M.
Manila	Pres. McKinley	3.30 P.M.
Shanghai	Sunang	4.30 P.M.
Samsui and Wenhoo	Tamara Maru	5.00 P.M.
Amoy	Kayang	
Swatow	Soochow	Thursday, 22nd, 9.30 A.M.
Japan	Tungo Maru	9.30 A.M.
Straits and Calcutta	Hong Hwa	11.30 A.M.
Swatow	Hydrangea	2.30 P.M.
Bangkok	Bistany	4.30 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India, via D'Kodi, Egypt & EUROPE via MARSEILLES due Marseilles, 24th Dec.	Kamo Maru	Friday, 23rd, 8.45 A.M.
Java via Batavia	Tikohang	9.30 A.M.
Swatow, Amoy and Foochow	Haifoo	Noon
Manila	Suisang	Saturday, 24th, 9.30 A.M.
Shanghai and Japan	Shichuan Maru	9.30 A.M.
Bohow and Hiphong	Mingang	10.30 A.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India, via D'Kodi, Egypt and Europe via Marseilles due Marseilles 28th Dec.	Nyansa	Saturday, 24th, Noon
Swatow, Amoy and Formosa	Amakura Maru	Sunday, 25th, 9.00 A.M.
Saigon, Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi, Aden, Egypt and Europe via Marseilles due Marseilles 29th Dec.	Perthas	Monday, 26th, 1.45 P.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi, & Bombay	Wakasa Maru	Tuesday, 27th, 10.30 A.M.
Swatow, Amoy and Foochow	Baiching	Noon
*Swatow, Amoy and Formosa	Sosha Maru	Wednesday, 28th, 5.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

"MACHAON"	4TH DEC. London, Rotterdam & Hamburg.
"SABEDON"	11TH DEC. Marseilles, London & Rotterdam.
"HELENOS"	18TH DEC. London, Rotterdam & Hamburg.
"AUTOLYCUS"	24TH DEC. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"KEEMUN"	22ND NOV. Genoa, Marseilles, Liverpool & Glasgow.
"OANFA"	1ST DEC. Marseilles, Harve, Liverpool & Glasgow.
"NINGCHOW"	17TH DEC. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE

"ACHILLES"	18TH DEC. Victoria, Seattle & Vancouver.
"PHILOCTETES"	8TH JAN.

NEW YORK SERVICE

"AJAX"	25TH NOV. via Suez and Boston.
"CALCHAS"	24TH DEC. via Suez and Boston.

PASSENGER SERVICE

"PATROCLUS"	10TH DEC. for Shanghai.
"SABEDON"	11TH DEC. for Singapore, Marseilles & London.
"PATROCLUS"	3TH JAN. for Singapore, Marseilles & London.
"MENTOR"	5TH FEB. for Singapore & London.
"TERESIAS"	11TH MAR. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, MANAGER.

COMMERCIAL.

OPENING QUOTATIONS.

20th November, 1923.

On LONDON—	
Telegraphic Transfer	3/4
Bank Bills, on demand	3/4 1/16
Bank Bills, at 30 days' sight	3/4
Bank Bills, at 4 months' sight	3/4
Credits, at 4 months' sight	3/4 13/16
Documentary Bills, 4 months' sight	3/4 13/16
On PARIS—	
Bank Bills, on demand	850
Credits, 4 months' sight	1,010
On NEW YORK—	
Bank Bills, on demand	50
Credits, at 30 days' sight	51 1/2
On BOMBAY—	
Telegraphic Transfer	164 1/2
Bank Bills, on demand	164 1/2
On CALCUTTA—	
Telegraphic Transfer	164 1/2
Bank Bills, on demand	164 1/2
On SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days' sight	104 1/2
On YOKOHAMA—	
On demand	100 1/2
On MANILA—	
On demand	99 1/2
On SINGAPORE—	
On demand	137
On HANKOW—	
On demand	nom.
On SAIGON—	
On demand	79 1/2
On BANGKOK—	
On demand	8 1/2
SOVEREIGN, Bank's Buying rate	51.35
GOLD LEAF, 100 fine, per tael	33 1/2
BAR SILVER, per oz.	33 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Issued and Fully Paid-up ... \$30,000,000
 Reserve Funds ... \$24,000,000
 Sterling ... \$24,000,000
 Silver ... \$24,000,000
 Reserve Liability of Proprietors \$30,000,000

Court of Directors:
 Hon. Mr. A. O. LAYE—Chairman.
 D. G. M. BARNARD, Esq.—Deputy Chairman.
 A. H. COMPTON, Esq.—J. A. FLETCHER, Esq.
 G. T. M. EDWARDS, Esq.—N. L. WATSON, Esq.
 Hon. Mr. P. H. HOLYOK, Esq.—H. P. WHITE, Esq.
 W. L. FARNHAM, Esq.

Chief Manager:
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
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 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th November, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEPHEN, Chief Manager.
 21st Hongkong, 14th November, 1923. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852
 HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000
 Reserve Fund ... \$1,800,000
 Reserve Liability of Proprietors ... \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong, May 28th, 1923. [39]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINCO.)
 Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 50,000,000.
 Capital (Paid-up) ... Yen 25,000,000.
 Reserve Funds ... Yen 12,500,000.

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Gilan, Kagi, Karento, Keelung, Makung, Nanto, Pinan, Shingien, Taichu, Tainan, Takow, Tamsui, Tohyen, Aka.
 CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
 LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippines Islands, Java and other Dutch Indies, Australia, America, &c.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.
 HONGKONG BRANCH,
 1, Des Voeux Road,
 Hongkong, 15th September, 1923.

"Embassy"

No. 77

This Cigarette for Discriminating Smokers.

NOW SOLD in Neat Tins containing

25 Cigarettes

Convenient for the Pocket



Ask your Tobacconist for a Tin.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... \$25,000,000
 Subscribed Capital ... \$21,800,000
 Paid-up Capital ... \$21,050,000
 Reserve Fund ... \$21,200,000

BANKERS:
 THE BANK OF ENGLAND,
 THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Calcutta, Kanchi, Madras, Shanghai, Bombay, Hongkong, New York, Siam, Cebu, Manila, Penang, Singapore, Colombo, Karachi, Port Louis (Mauritius), Leliki, Kota Bharu.

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
 N. C. WILSON, Manager.
 7, Queen's Road Central,
 Hongkong, September 28th, 1923. [36]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 98, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 75,000,000.
 Paid-up Capital ... Frs. 63,400,000.
 Reserve Fund ... Frs. 69,607,233.54

BRANCHES:
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BANKERS:
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IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.
 O. E. GOY, Acting Manager.
 Hongkong, October 1st, 1923. [42]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
 No. 10, Des Voeux Road C., HONGKONG.

Established 1918.
 Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... 5,000,000.00
 Reserve Fund ... 500,000.00

DIRECTORS:
 Mr. PONG WAI TING, Chairman,
 Mr. Chow Shou Son,
 Mr. Li Koon Chun, Mr. Mok Ching Kong,
 Mr. Fung Ping Shan, Mr. Wong Yun Tong,
 Mr. P. K. Kwok, Mr. Chan Ching Shek,
 Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
 Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:
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Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent. per annum
 For 6 months at the rate of 4 per cent. per annum
 For 12 months at the rate of 5 per cent. per annum
 KAN TONG PO, Chief Manager.
 Hongkong, February 23rd, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
 Batavia, Kobe, Soerabaya, Bantam, London, Bangkok, San Francisco, Bombay, Lyons, Los Angeles, Seattle, Calcutta, Manila, Shanghai, Hongkong, Nagasaki, Singapore, Siam, Fookien, (Mukden), Newchwang, Hankow, Osaka, New York, Yokohama, Peking, Tientsin, Harbin, Rio de Janeiro, Vladivostok, Kai Fuen, Yokohama.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.
 Hongkong, 17th Sept. 1923. [39]

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NEDEERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY.)
 Established 1824.

A. Capital ... F.100,000,000 23,333,333
 Paid-up Capital ... F. 80,000,000 23,866,666
 Reserve Fund ... F. 13,760,180 21,647,431
 Special Reserve ... F. 22,000,000 21,868,238
 Head Office—Amsterdam.

Branches at:
 The Hague—Rotterdam.
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BRANCHES:
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 W. H. GHOSKAMP, Agent.
 Hongkong, August 14th, 1923. [37]

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(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
 Authorized Capital ... \$50,000,000.00
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